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THE GLARE  
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OPHTHALMIC OPTICIAN.  
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# The China Mail.

ESTABLISHED 1842

\$70  
CORONA  
TYPEWRITER  
FOR TRAVELLING.  
ALEX. ROSS & CO.  
Phone 27.

February 4, 1920. Temperature 56.

Rainfall 0.00 inch.

Humidity 66.

February 4, 1920. Temperature 66.

No. 17,866.

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號四二二二二九千一第

HONGKONG, WEDNESDAY, FEBRUARY 4, 1920.

日五;月二十未己大歲年八國民華中

PRICE \$3.00 Per Month

## BUSINESS NOTICES

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HARBOR REPAIRS CALL FLAG "L".  
SOLE AGENTS FOR "KELVIN MOTORS".  
Telephones:—Wicks K. 31; Manager K. 329; Harbour Engineer K. 130;  
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**DRAGON MOTOR CAR CO.**  
(The European Garage)  
Agents in South China for—  
**HUDSON, ESSEX, OVERLAND and  
DODGE BROTHERS CARS.**  
Few Hudson, Overland & Dodge Brothers cars exported shortly  
CARS FOR SALE.  
Motor Bus Service to Repulse Bay Hotel.  
Motor Buses for Hire. Terms on application.  
Tel. 400. THE DRAGON MOTOR CAR CO. Tel. 402.

**INFLUENZA**  
COLDS, CATARRH, &c.  
In view of the prevalence of above, we are now manufacturing  
in our own laboratory from ingredients suggested  
by eminent medical authorities  
**NASALENE**  
Put up in two forms  
Ointment & Spray.  
These preparations we can thoroughly recommend as a  
prophylactic in INFLUENZA being easy and simple in use.  
Ointment in pots or tubes 60 cents.  
Sprays Solution \$1.00 each.  
Sprays for Solution \$2.50 each.  
**A. S. WATSON & CO., LTD.,**  
[Manufacturing Chemists,]  
Hongkong.

We Suggest:  
**BRINSMEAD  
CHAPPELL,  
ESTAY  
CHALLEN**  
For  
Supreme  
Tens and  
Quality.  
**ROBINSON'S**

**THE HONGKONG ROPE MANUFACTURING Co., Ltd.**  
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MANUFACTURERS OF  
**PURE Manila ROPE**  
3" to 15" CABLE LAYED  
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4 STRAND 8" to 15" CABLE LAYED  
Oil Drilling Cables of any size up to 3,000 feet in length.  
Prices samples and full particulars will be forwarded on application to:  
**Shewan, Tomes & Co. General Managers**

**Disco Bros**  
ALEXANDRA BUILDING, HONGKONG. TEL. No. 224.

**DONNELLY & WHYTE.**  
WINE MERCHANTS.  
TEL. No. 693.

## TO-DAY'S CABLES.

(Router's Service to the China Mail.)

### CHINESE MISSION TO EUROPE.

LONDON, January 29.  
The Hon. Mr. S. T. Sze, brother of the Chinese Minister in London, arrived in Liverpool aboard the "Empress of France." He is in charge of a Chinese government mission to visit the devastated areas of France and to study the commercial conditions and methods of Britain and the continent.

### PRESIDENT WILSON'S PLAN.

WASHINGTON, January 28.  
President Wilson has asked Mr. Glass, the secretary of the Treasury, to make another appeal to Congress to authorize a loan of \$150,000,000 for the relief of Poland, Austria and Armenia. He declares it is unthinkable that the United States should withhold from people in such physical and mental distress assistance which could be rendered "by making available on credit a small portion of our exportable surplus food."

### AIRMAN POULET.

MARSEILLES, January 28.  
Airman Poulet, who abandoned the Paris-Melbourne flight when he reached Bangkok has arrived here on board a steamer en route for home.

### CAPTURED BY BOLSHIES.

NEW YORK, January 28.  
A telegram to the Paris edition of the *Chicago Tribune* says the Bolsheviks in Siberia have captured eight American army engineers and several American Red Cross men.

### AMERICAN REFORMS SUGGESTED.

WASHINGTON, January 29.  
In a report to the Senate Mr. Lansing opines that the state department, especially the portion devoted to trade problems, must be completely reorganized. He urges the establishment of unity of command as regards foreign trade. Diplomatic and consular services should be brought closer together and given an interchangeable character; also he advocates the promotion of consular-general and diplomatic secretaries to the grade of minister so that the services of trained men may be obtained.

### CHINESE IN FRANCE.

LONDON, January 29.  
The Chinese in France are being rapidly repatriated from Havre via Canada. Only about 5,000 still remain, awaiting transport. A British officer attached to the Chinese corps for the last three years says their conduct has been praiseworthy. They have done the most useful work. He is glad to think they are returning with a round sum of accumulated wages. For instance, one company alone takes 160,000 francs.

### SHANGHAI MAN'S WILL.

LONDON, January 29.  
The late Mr. H. R. Kinnear, formerly of Shanghai, left property valued at £59,552. He bequeathed his books and pamphlets on China to the university of Cambridge.

### LABOUR UNREST IN INDIA.

BOMBAY, January 29.  
The cotton millowners announce the terms they are prepared to grant employees. These include the reduction of the working day from twelve to ten hours, increased allowances varying from twenty to forty per cent, compensation for disablement but not including payment for the period of the strike. It is confidently anticipated that the strikers will accept these terms which are attributed largely to the mediation of the Governor.  
Five thousand employees at the royal Indian marine dockyard struck, demanding increased wages and a bonus.

### D'ANNUNZIO'S LIMELIGHT.

ROME, January 28.  
D'Annunzio telegraphed Colonel Berling, the Director-General of Aeronautics, notifying him that it is impossible for him to participate in the Rome-Tokyo flight owing to the non-resolution of the Fiume question, but he chose Captain Gattinetti, now at Fiume, to take his place. Gattinetti was one of the aviators who flew with D'Annunzio over Vienna during the war. He is coming from Fiume with Lieutenant Tranzarolo, who will also participate in the flight. Other pilots will be Lieutenants Bylisco, Angiolotto, and Ferrarini. The departure of five aeroplanes completing the flight will be delayed to the last moment advisable before the monsoon breaks, always in the hope that D'Annunzio will still join.  
The Milan correspondent of *The Times* says D'Annunzio has definitely renounced participation in the aerial flight to Tokyo, stating that he is indispensable at Fiume at present.

### BOXING RULES.

The report of a meeting held in London last December to consider a new set of ring regulations to supersede the Marquis of Queensbury rules has been published. It is interesting to note several new points which they will involve, if adopted. In the first place bouts will be judged by two judges, and a referee. In contests as distinct from competitions, the decision has always rested solely with the referee, but the new rules would limit his authority to a considerable degree. Under the new proposals the referee "shall cast a vote, but must agree with one or other of the judges or call the bout a draw." There are some interesting proposals with regard to a man being down. It is proposed that a boxer shall be considered "down" when hanging helpless on the ropes. This is adopted from the Navy and Army Rules, which also state that the question of whether a man is down or not within the meaning of the rule is to be entirely in the judgment of the referee. The adoption of this new code would be beneficial in at least one direction, as it is clearly laid down that "the scorer of a knockout must retire to the far corner of the ring after such knock-out and if he does not, the count over his fallen opponent shall cease until he take his proper position in such corner." The latter part is certainly a very far reaching proposal which should effectively prevent that too lovely spectacle of a boxer standing threateningly over his fallen rival and attacking him almost before he can put his hands up. The referee will also count out a boxer who drops to the floor without being hit. The practice of the referee counting is adopted by Mr. Eugene Corry, amongst other well known officials, who stands by the boxer and calls out the count as it proceeds. Another interesting proposal is that the floor of the ring shall be covered with some soft material. This is embodied in the Imperial Services rules but not in others. Weights under the new standards are practically the same. The light, heavy weight class is dropped and at 175lbs. a man is declared a heavy weight. How far these new proposals will affect Hongkong boxing depends on the course taken by the National Sporting Club. The contests here are fought under N.S.C. rules which are the standard for the British Empire, although in America the Queensbury rules are in vogue. If the new rules are adopted by the N.S.C. they will also be made applicable here and there seem to be some points worthy of more than passing consideration.

## FOOTBALL.

### UNITED SERVICES LEAGUE.

"CARLISLE," 2; "TAMAR," 1.

The match in connection with the United Services League, was played on the Navy ground at Happy Valley last evening, commencing at 4.15 p.m.

Both sides fielded strong teams and play was very interesting and even for the first fifteen minutes, during which time, both goals were subjected to very trying times, but the respective goalies survived the ordeal. Then, during a meter in front of "Tamar's" goal, "Carlisle" assumed the lead. They did not keep the lead long however, for soon "Tamar" began to swarm enemy territory and Graydon equalized from a beautiful pass from Taliana. At half time, the scores were one all. In the second half, play became very exciting, and spurred by the frantic yells of their supporters on the touch lines, the players exhibited great dash and pace. The "Carlisle" scored their second goal early in this half, and despite the fact that "Tamar" made strenuous efforts to equalize, they succeeded in keeping their citadel intact for the rest of the match, kicking and tackling with keen determination, whenever danger threatened. Taliana had very hard lines when he was given a good opportunity of equalizing for the "Tamar" but in his haste, did not take accurate aim, and the ball went over the cross-bar. "Tamar" also defended well for the rest of the match, and Amy came out in great relief as a back. The way he headed and kicked, at the same time falling back on his citadel, was a treat to watch. At the final whistle, "Carlisle" emerged the deserving victors by two goals to one.  
The league table which include yesterday's match, is appended.

CLUB	P	W	D	L	F	A
H.M.S. "Carlisle"	2	2	0	0	2	1
H.M.S. "Tamar"	1	1	1	1	3	7
H.M.S. "Ambrose"	4	2	0	2	5	2
H.M.S. "Ambrose"	4	1	2	3	4	1
H.M.S. "Hawkins"	1	0	0	1	1	1
Godwin Whistlers	4	0	2	1	1	1
H.M.S. "Albatross"	3	0	3	0	8	0
H.M.S. "Marathon"	4	0	4	0	13	0
H.M.S. "Marathon"	4	0	4	0	13	0

### KINEMA NOTES.

#### HONGKONG THEATRE

Our expectations for a motion picture to be full of interesting items have been realized by the latest shows exhibited during last week. Now a superb film, by the title itself, which will be screened from this afternoon and to-night, will prove the magnificence of the picture as well as the cast of its play, in which the two foremost actors George Fawcett and Myrtle Stedman will appear in the splendid drama "The Majesty of the Law" in five long reels. This picture reveals the high intelligence of the author who took the keen interest of showing what a Law is, consequently it will be a hint to our local legislators. Members of Legislative Council should avail of this opportunity to appreciate this special and modern film—"The Majesty of the Law," what a significant title! This show will run on till Friday night, nobody should miss it. For other inter-scene pictures see the advertisement and the programme for the week.

### ANSWERS TO CORRESPONDENTS.

Scrutator.—Your praise gratifies us, although we have had a great deal lately. Buy the paper regularly, and tell your friends.

P. A.—Don't see what we can do for you. If the Gilpin ponies have gone to Shanghai, after you were "lucky" enough to draw them, you'd better ascertain the exchange, hadn't you?

Ben.—The poem may survive, when the editor regains consciousness.

KEITH WEST.—Sorry, old bean. The market for "Vignettes" has collapsed.

COMMERCIAL DUPLICITY.—We quite believe your allegations. That is how riches grow. But if we printed what you said, our poverty would grow. Sell the shares and have nothing more to do with companies in which he is interested.

Interested.—We believe the coal syndicate signed up on Jan. 24, but you'll hear more about it later on, if you watch the *China Mail*.

POLYDOR.—You never met or seen a gentleman more independent and free from the yoke of human respect. That is not so flattering as you meant it to be. However, cheerio.

Chief Justice.—"I shall not pass." Nine Dragons.—"Since you have assumed such an independent character." So you think it merely assumed, do you? Tut-tut.

## BUSINESS NOTICES

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### SHOES

ARE THE FOUNDATION OF GOOD DRESS  
AVOID THE LOSS AND DISAPPOINTMENT  
THAT FOLLOW AN ILL-CHOSEN STYLE  
—AND WEAR THE—

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STOCKED IN ALL THE LATEST MODELS  
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Specialist in Men's Wear.  
NEXT DOOR HONGKONG HOTEL.

Adds, Subtracts, Multiplies, Divides.

### \$10.00 CALCULATOR

Compact and easy to use.

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BATHS & SANITARY FITTINGS  
WATER HEATERS & BATHROOM FIXTURES  
FIRE GRATES & HEATING STOVES  
COOKING RANGES IN ALL SIZES  
HOT WATER INSTALLATIONS  
TILING FOR FLOORS AND WALLS  
CAST IRON PIPES

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**G. P. LAMMERT.**AUCTIONEER, APPRAISER  
AND SURVEYOR.

Public Auctions—

**INTIMATIONS.**THE HONGKONG & KOWLOON  
WHARF & GODOWN CO., LTD.  
NOTICE TO SHAREHOLDERS.THE THIRTY-THIRD ORDINARY  
ANNUAL MEETING OF SHARE-  
HOLDERS will be held at the Office  
of Messrs. JARDINE, MATHESON &  
CO., LTD. on FRIDAY, February 6,  
1920, at NOON, for the purpose of  
receiving the Report of the Directors  
and the Statement of Accounts for the  
year ending 31st December, 1919.THE TRANSFER BOOKS of the  
Company will be CLOSED from TUES-  
DAY, January 27, 1920 to FRIDAY,  
February 6, 1920. BOTH DAYS  
INCLUSIVE.

By Order of the Board of Directors.

W. S. BROWN,

Secretary.

Hongkong, January 23, 1920.

THE HONGKONG & KOWLOON WHARF  
& GODOWN CO., LTD.

LOST.

APPLICATION has been made to this  
Company to issue to Mr. NEWMAN  
MUMFORD, a Duplicate Certificate of ONE  
HUNDRED (100) SHARES in this Company  
or other Certificate or Certificates in lieu thereof  
stating that the Original Certificate  
No. 8250 dated September 17th, 1919, for 100  
Shares numbered 18,735, 18,739, 36,782, 38,800,  
42,388, 513, and 11,184, has been LOST  
(DESTROYED) and NOTICE is HEREBY  
GIVEN that within 30 days from the date  
hereof no CLAIM or REPRESENTATION in  
respect of such Original Certificate is made to  
the Company, it will therefore be held to be  
NULL AND VOID and the Company will  
proceed to deal with such application for a  
Duplicate Certificate.

By Order of the Board of Directors.

W. S. BROWN, Secretary.

Hongkong, January 8, 1920.

THE HONGKONG ELECTRIC  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that  
the TRANSFER BOOKS of the  
above named Company will be CLOSED  
from FRIDAY, the 6th day of February,  
1920, to MONDAY, the 16th day of  
February, 1920, both days inclusive.

Dated this 29th day of January, 1920.

By Order of the Board,

GIBB, LIVINGSTON &amp; CO.,

Agents.

**NOTICE.**ALL Persons having Claims against  
Mr. P. W. GOLDRING, Solicitor,  
are requested to send full particulars  
of same to Mr. J. H. GARDNER,  
Solicitor, 29, Queen's Road, Central,  
Hongkong, January 28, 1920.**PENANG CLUB.**APPLICATIONS are invited for the  
appointment of Secretary and  
Treasurer of the PENANG CLUB.  
Salary \$500. per month with free  
Board and free Lodging in the Club.  
Three months probation. Applicants  
would send copies of testimonials  
addressed toTHE PRESIDENT,  
PENANG CLUB, PENANG.**MARTIN'S****APOL STEEL****PILLS**A Special Remedy for all Irritations  
of the Urinary System. It is a  
Powerful and Safe Medicine. It  
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CONDENSED MILK, STERILIZED  
NATURAL MILK, MALTED MILK  
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MILK, sold at very reasonable prices  
owing to the present high rate of  
Exchange, especially for Retailers.**SHU FUNG TAI & CO.,**  
Sole Agents for Hongkong and South China.  
Nos. 67 & 68, Canton Road Central, Hongkong.  
Telephone Nos. 127 & 128**FOR SALE**

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**POSTAGE STAMPS**

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No. 10, Wyndham Street,

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**JAPANESE MAKERS.**

Every kind of Footwear

**MADE****TO****ORDER****CHERRY & CO.,**

42, QUEEN STREET,

Japans, Hongkong Hotel.

Telephone No. 451.

Hongkong, March 30, 1914.

**THE NEW FRENCH REMEDY.****THERAPION No. 1****THERAPION No. 2****THERAPION No. 3**

No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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**Hughes & Hough**  
APPROPRIATE TO THE GOVERNMENT

General Auctioneers  
Share, Coal and General  
Produce Brokers and  
Commission Agents.

PROPRIETORS  
"Te-Kwa-Wan" Coal Storage

Codes and  
Pentley's  
A. S. 4th & 5th Editions.  
A 1 Telegraphic Code.

Telegraphic Address  
"HUGHES & HOUGH"  
HONGKONG.

**PUBLIC AUCTIONS**

THE Underigned have received  
Instructions to sell by Public  
Auction

(FOR ACCOUNT OF THE CONCERNED.)

ON

**MONDAY,**  
February 9, 1920, at 10.30 a.m., at  
The Hongkong & Kowloon Wharf and  
Godown Co., Premises, Godown 17.  
Eight Coils Steel Wire Rope.

Terms—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.

(FOR ACCOUNT OF THE CONCERNED.)

ON

**THURSDAY,**  
February 19, 1920, at 10.30 a.m., at  
No. 10 Knutsford Terrace, Top Flat,  
THE

Valuable Household Furniture,  
therein contained,  
comprising—

Fumed Teakwood Hallstand and  
Dinning Room Furniture, Morocco  
Leather-covered Chestfield Sofa  
and Armchairs, Pictures, Ornaments,  
and Sundry Blackwood Furniture,  
large and small Teakwood Bed-  
steads, Wardrobes, Dressing Tables,  
&c., Bed and Table Linen, Cutlery  
and Plated Ware including large  
Dinner Service complete, New  
Aluminium Cooking Utensils, Bath  
Room Utensils, &c., &c.

Also  
Pot Plants, Electric Fittings,  
Singer's Sewing Machine, and one  
Large Hall Clock.  
(Full Particulars from Catalogue).

Terms—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, February 3, 1920.

"Everything for  
Motoring"



Lamps and Horns



Good Year Tyres



**ALEX. ROSS & CO.**  
Phone 2457.  
24, Des Voeux Road Central.

**WANT ADVERTISEMENTS**

25 WORDS & INSERTIONS, 21. PREPAID.  
Each additional 5 words 4 Cents.

**WANTED.**

WANTED—At Once, Competent  
CHINESE BOOKKEEPER, must  
understand English. Apply stating  
experience to PEARL STREET, STRAITS  
FLEMING, 5, Queen's Road Central.

WANTED—A EUROPEAN LADY  
to teach a Chinese family at  
their house in Robinson Road, 2  
hours every week day, afternoon.  
State salary expected, Apply W.T.Y.P.,  
P.O. Box 100, c/o "China Mail."

**TO LET.**

TO LET—A SHOP in Nathan Road,  
Kowloon.  
Apply to Humphreys, Evans & Finance  
Co., Ltd., Alexandra Buildings.

**TO LET.**

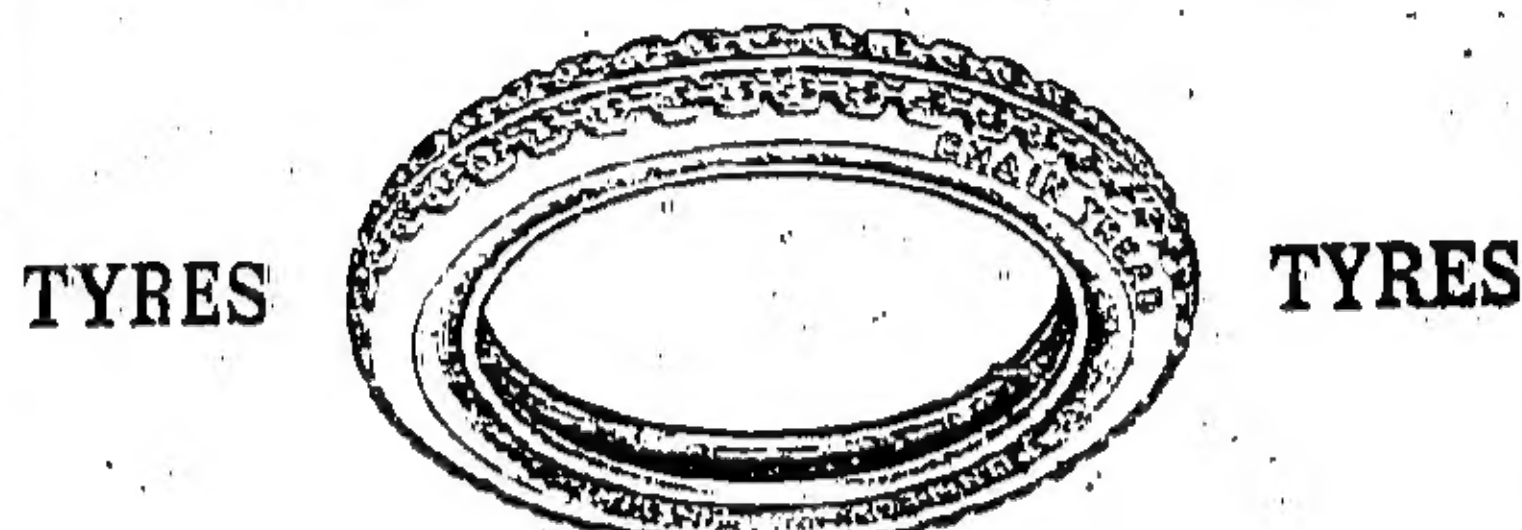
TO LET—No. 3 Seymour Terrace  
from middle February.  
6 ROOMED furnished Bungalow at  
The Peak from early March. Apply to  
LAWRENCE & DAY.

TO LET—1st Floor, No. 82,  
Des Voeux Road, Central.  
Suitable for Office. Apply C. E.  
WARRICK & Co., Ltd.

TO LET—A GODOWN at Yau-mai,  
Apply to The Hongkong Land  
Reclamation Ltd.

TO LET—A ROOMED FLAT, top of  
Prinsep Building, fully furnished,  
from April 1st to October 31st 1920.  
For full particulars apply to GILMAN &  
Co., Ltd.

**TYRES**



On account of recent large arrivals at favourable  
exchange we are able to offer the well-known  
**U.S. CHAIN TYRES** at great reduced rates from  
1st February as follows—

TYRES	TUBES	TYRES	TUBES
28 x 3	22.10	34 x 4	74.30
30 x 3	24.25	35 x 4	60.00
30 x 3 1/2	31.50	35 x 4 1/2	75.50
31 x 4	40.70	36 x 4 1/2	78.80
32 x 3 1/2	36.40	765 x 105	47.35
32 x 4	50.60	815 x 105	49.45
33 x 4	53.90	880 x 120	66.90
34 x 4	54.40		17.15

Subject to change without notice.

Confidential Discount for quantities upon application.

**ANDERSEN, MEYER & CO., LTD.**

HONGKONG:  
QUEEN'S ROAD CENTRAL.  
TEL. 1990 & 1991.



CANTON:  
MISSION BUILDING.  
TEL. 3197.

**GREEN ISLAND CEMENT CO., LD.**  
**PORTLAND CEMENT.**

In Casks of 37 1/2 lbs. net.  
In Bags of 90 lbs. net.

**SHEWAN, TOMES & CO.**  
GENERAL MANAGERS

**ROSE'S  
LIME JUICE**

Delicious,  
Wholesome,  
Refreshing.

Prepared from the pure juice of the  
finest West Indian Lime Fruit, grown  
on our estates in Dominica, West  
Indies.

**Insist on having ROSE'S.**

**NOTICES.**

THE KOWLOON LAND AND  
BUILDING CO., LTD.

NOTICE IS HEREBY GIVEN that  
the THIRTY-FIRST ORDINARY  
MEETING of SHAREHOLDERS in  
this Company will be held at the  
COMPANY'S OFFICES, VICTORIA  
BUILDING, on THURSDAY, 5th  
February, 1920, at 12 o'clock Noon,  
for the purpose of receiving the  
REPORT of DIRECTORS together  
with Statement of Accounts for the  
year ending 31st December, 1919.

The REGISTER of SHARES of the  
Company will be CLOSED from  
Wednesday 28th, January to Thurs-  
day 5th February, 1920, (both days  
inclusive), during which period no  
TRANSFER of SHARES can be  
Registered.

By Order of the Board of Directors,  
**MOWBRAY S. NORTHCOTE,**  
Secretary to the

HONGKONG LAND INVESTMENT AND  
AGENCY CO., LTD.  
General Agents for the  
KOWLOON LAND AND BUILDING  
CO., LTD.

Hongkong, January 21, 1920.

THE BANK OF EAST ASIA, LTD.

NOTICE IS HEREBY GIVEN that  
the FIRST ORDINARY YEAR-  
LY MEETING of Shareholders of  
the Company will be held at the  
Registered Office of the Company,  
No. 2 Queen's Road Central, on  
SATURDAY, 7th February 1920, at  
3 o'clock in the afternoon for the  
purpose of receiving the Report of  
the Directors together with a State-  
ment of Accounts for the Year ending  
31st December 1919.

The Register of Shares of the  
Company will be CLOSED from  
MONDAY 26th January to 7th Feb-  
ruary 1920 (both days inclusive)  
during which period no transfer of  
shares can be registered.

By Order of the Board of Directors,  
**KAN TONG PO,**  
Chief Manager.

Hongkong, January 30, 1920.

UNION WATERBOAT COMPANY,  
LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ANNUAL GEN-  
ERAL MEETING of Shareholders  
will be held in the Office of Messrs.  
DODWELL & CO., Limited, on MONDAY,  
the 9th February, 1920, at 11 A.M.  
for the purpose of receiving the report  
of the General Managers, together with  
a Statement of Accounts to 31st Decem-  
ber, 1919.

The TRANSFER BOOKS of the  
Company will be CLOSED from the  
2nd to 9th February, 1920, both dates  
inclusive.

**DODWELL & CO., LTD.**  
General Managers.  
Hongkong, January 28, 1920.

HONGKONG, CANTON & MACAO  
STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDREDTH ORDIN-  
ARY MEETING of SHARE-  
HOLDERS in the Company will be held  
at the Office of the Company, Hotel  
Mansions, on TUESDAY, the 10th  
FEBRUARY, 1920, at 12 o'clock Noon  
for the purpose of receiving a Report of  
the Directors, together with a Statement  
of Accounts, declaring a Dividend and  
electing Directors and Auditors.

The TRANSFER BOOKS of the  
Company will be CLOSED from Janu-  
ary, 27th to February 10, 1920, both  
days inclusive.

By Order of the Board of Directors,  
**JOHN ARNOLD,**  
Secretary.

Hongkong, January 14, 1920.

HUMPHREYS, ESTATE AND  
FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that  
the ORDINARY ANNUAL GEN-  
ERAL MEETING of SHAREHOLD-  
ERS in this Company will be held  
at the Hongkong Hotel, Hongkong, on  
WEDNESDAY, the 18th February,  
1920, at Noon for the purpose of  
receiving the Report of the Directors  
together with a Statement of Ac-  
counts for the year ending 31st Dec.,  
1919.

The TRANSFER BOOKS of the  
Company will be CLOSED from the  
11th February to the 21st February  
(both days inclusive), during which  
period no Transfer of Shares can be  
Registered.

**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, February 3, 1920.

**Isay**

**KEATING'S  
FLOZENGES**  
Cure the worst Cough

**WORDS AND THEIR  
MEANING.**

A PLEA FOR EXACTNESS.

In language, with other arts, going  
stray towards the meaningless for  
the sake, we may put it, of escaping  
sterility, or of emphasizing the  
necessity of freedom at any cost,  
with the most pernicious of all de-  
sires, the passion for novelty?

The painter, seeking to achieve  
something new, takes refuge in  
distortion and the misuse of colour;  
human flesh shall become the crim-  
son of beetroot and hair the green of  
the fields; whilst the eternal green  
of the fields shall be scarlet and all  
the shapes of men and women seem  
like those of fabulous beasts. The  
fantastic endeavour is, in the hands  
of genius, interesting with the rest  
a fashion; for what else can such a  
school be but a fashion, in aspiration  
not different from a woman's delight  
in a novel contortion of dress?

There seems to be a tendency at  
present, not less demoralizing than  
the decadent tricks of the painter, to  
make use of outrageous verbal  
expressions, not new epithets born of  
new circumstances, which do indeed  
enrich the language, but misapplied  
words, the grace and beauty of  
which have served a real purpose,  
and the disfigurement of which may  
cause our losing the very meaning of  
valuable masterpieces. The less  
becomes irreparable. There is no  
such fact as an old truth or old  
beauty—these things are always of  
today, only that which is not true,  
not beautiful, retreats into the limbo  
of the past, which is nothing.

Was it Johnson who declared that  
"words mean what they mean and  
no other sort of thing"? If so,  
those who love words would insist  
with him that the misapplication of  
language, however cunning in its wit  
or apparent fitness, is a cankerous  
growth, and withers where it attacks.  
Words that "mean what they mean"  
remain for ever in a vocabulary  
through the ages, making explicit  
for generation after generation the  
significance of all things beautiful and  
valuable to the soul and heart of man. The  
most ancient philosophies reach us  
from far down the ages still alive  
still wonderful by reason just of this  
quality of exactness. The dressings  
of language, the colloquial idiom,  
and the meaning of epithets, not of  
fundamental importance, change, so  
that the writers who used these as  
their primary medium, often for  
satiric or humorous purposes, become  
unintelligible and cease to be read.  
Language may change, language  
may be enriched, but the isolated  
word of prime significance remains,  
new or old, meaning "what it means  
and no other sort of thing." A  
hundred new nomenclatures never  
oust the true designation. We can  
find no better synonym for love, hate,  
mother, child, joy, evil, ship, land,  
flowers, home, and, indeed, the devil.

In fact, words in themselves are  
beautifully comprehensive. No sen-  
tence need accompany the rich mean-  
ing of some. The phrase may cheat  
us to an acquiescence, never the  
word. Nothing that we can add to  
the utterance God can enrich the  
significance of its meaning, and much  
can belittle it. Who can qualify  
"horror" by any epithet that could  
intensify its power, or encumber  
"love" with more than it holds in  
itself? Yet the infinite meaning of  
one word does bring us the delight  
of language, the inspired message,  
the embroidery, the art, the explana-  
tion, the emphasized assertion, the  
detailed description that "become  
poetry and prose, enabling us to live  
more intimately with the significance  
of those symbols.

Both in literature, and common  
parlance special words take to them-  
selves, it would seem, a sudden im-  
portance. They appear for some  
mysterious reason elected, as it were,  
to dominate and to give new quality  
to all they touch, and this so often  
for only a time, after which they  
return to file whilst some other  
ranker is out for honours. "Charm-  
ing" is one of these, and during its  
reign the world of letters, men and  
women, and persons of quality, to  
put it in the old way, found it possible  
to be charming more often. Wit  
and good manners were part of its  
ingredient and became prevalent.  
Beautiful houses and graceful clothes  
followed an era of ugly architecture  
and hideous ornament. Religion  
went out into the slums to carry its  
message, whilst young men from the  
universities lived soberly in the East  
End that they might give some of  
the charm to those who lacked any  
opportunity of touching even the  
hem of its garment. It reigned won-  
derfully for a decade. Nothing quite  
so universal followed. All the Ameri-  
can invasion of epithets that did not  
mean "what they mean" but any  
other sort of thing.

Authors often have some predilec-  
tion for a certain word. Through  
their works you will find such  
dominate without giving any sense  
of repetition. Meredith had a fond-  
ness for "eminently". In a living  
author we find in each separate book  
a word that seems the initial qualifica-  
tion of the story, as it were, as if he  
had brooded like a bird upon its egg  
and hatched the wonder of his work  
from it. These single words come  
back to us as "the hold all" of the  
many, and one's mind plays upon  
their extension into phrase and their  
reabsorption, with a consciousness of  
the oneness of space and the move-  
ment of eternity.

**NOTICES.**

THE MOTOR UNION INSURANCE COMPANY, LIMITED.  
AND  
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.  
FIRE, MARINE, LIFE and MOTOR ACCIDENT.  
For Rates and Particulars apply to the General Agents  
**UNION TRADING CO.,** Prince's Building.

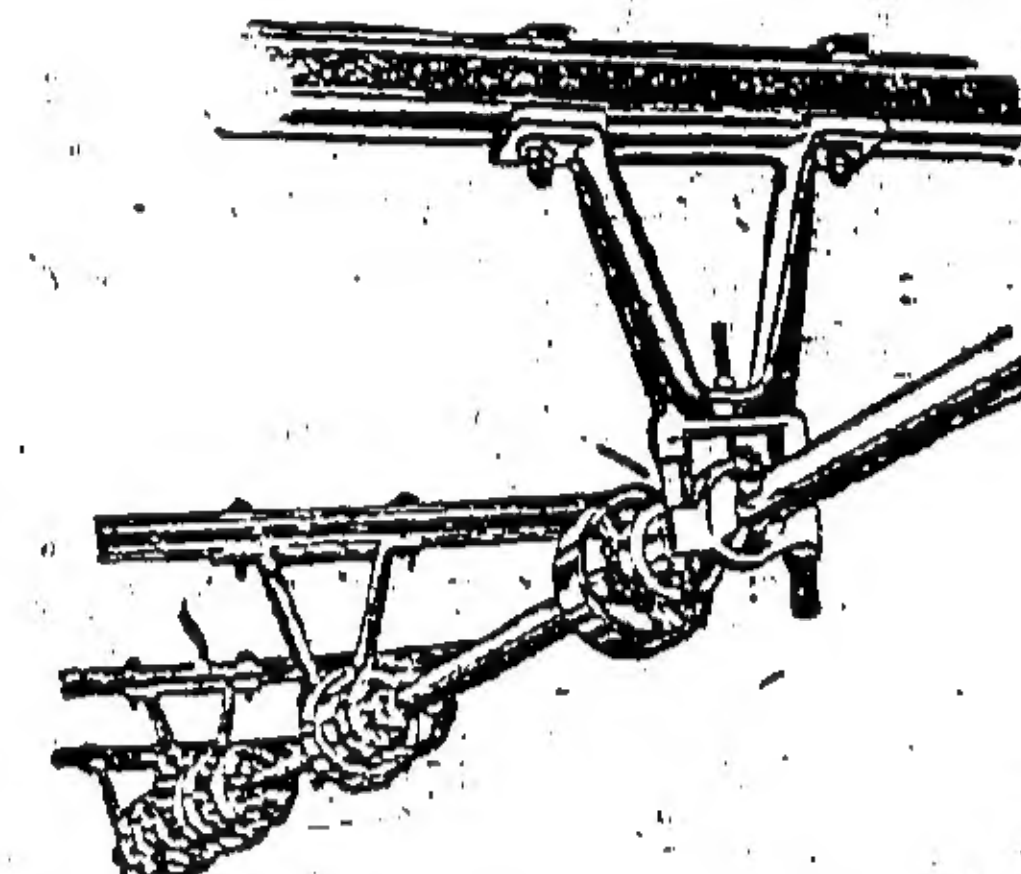
**HATS! HATS!! HATS!!!**  
**LA FAVORITE.**

JUST RECEIVED  
A LARGE ASSORTMENT OF  
**LADIES' WINTER HATS** OF  
THE LATEST PARISIAN STYLES

CALL AND INSPECT THEM.

**9, BEAconsfield ARCADE.**

**LONG HING & CO.,** PHOTO SUPPLIES,  
DEVELOPING & PRINTING A SPECIALITY.  
No. 171, QUEEN'S ROAD CENTRAL, HONGKONG.



SPECIFY

**SKF**

**BALL BEARINGS**  
ON ALL MACHINES YOU ORDER  
We can supply Bearings for all kinds of Machines  
POWER SAVING NO HOT BEARINGS  
SELF ALIGNING REQUIRE LESS ATTENTION.

THE CHINESE **SKF** CO., LTD.  
**THE UNITED ASBESTOS ORIENTAL**  
AGENCY, LTD.  
SOLE AGENTS FOR HONGKONG.

These Cigarettes are made of selected Mild  
leaf tobacco and quite harmless to those  
who are accustomed to inhale.

**NANYANG BROTHERS TOBACCO CO.**  
165, Des Voeux Road, Hongkong.



六 星 香 煙 仰 德 隆 凡 天 幸 號 商  
十 中 港 登 英 益 者 我 下 人 衆 祥  
五 之 德 行 提 國 牌 牌 號 廣 濟 香  
號 百 舖 所 創 貨 香 胞 愛 造 香 煙

**THE HOTEL ASIA**  
WEST BUND, CANTON.

Large, and airy rooms, Electric light and fans. Hot  
and cold water service. Lift and telephones. Excellent  
Cuisine. Every modern convenience provided.

Bar and Billiard rooms. Roof garden. Cinematograph  
Theatre.

Situated in the highest building in Canton, affording  
a splendid view of the whole City and suburbs. Opposite  
the Canton Steamers Wharves and two minutes walk  
from Shamnoon.

Special monthly and Family rates may be had on  
application.

UNDER THE MANAGEMENT OF  
**THE SUN COMPANY, LIMITED.**



## NEW SHIPMENT OF LOWNEY'S CELEBRATED AMERICAN CHOCOLATES

ON SALE BY

A. S. WATSON &amp; CO., LTD.,

The Hongkong Dispensary,

TEL. 16.

# Powell Ltd.

TELEPHONE 346

JUST RECEIVED  
SMART RAINCOATS  
FOR LADIES

AND  
OILSKIN COATS  
WITH  
SOFT WESTERS TO MATCH  
FOR  
BOYS AND GIRLS.

## DEATHS.

LUI.—At his residence, Kowloon City Road, Kowloon, on the morning of February 4, 1930, Lui Shau Man, aged 38. Funeral will leave his residence at 10 o'clock to-morrow morning.

GOGGIN.—At the Victoria Hospital, Barker Road, on the 4th inst., Margaret Elizabeth, only daughter of the late Captain F. W. Goggin and Mrs. Goggin, of Hongkong and Limerick.

## The China Mail.

NEWS, FINANCE, PUBLIC SERVICE.

HONGKONG, WEDNESDAY, FEB. 4, 1930.

## COMPULSORY WIRELESS.

It is surely not ill-natured, not unfair, and not contrary to observable facts, to say that there are shipowners who will not freely spend money on the equipment of the vessels they own unless they are influenced by one of two inducements. They will be more lavish if they can see a reasonable prospect of a remunerative return on their investment. They will be generous if they are compelled to be. They will not, as a rule, lay out large sums merely to ensure the safety of those who work for them. These observations are penned in view of the number of steamers entering and clearing from this port which are as yet, at this late period in the development of the contrivance, not fitted with wireless telegraphy. They ought to be. We are of opinion that the local Government has power to insist upon it, and that it would not be abusing its power, would not be doing anything in restraint of the trade which it must naturally look benevolently upon, were it to make a law that all shipping over a certain tonnage must have wireless. There is one other way in which something like compulsion could be brought to bear, but that would require a coming together of the marine insurance underwriters. If they would refuse to insure (except at big risk rates) all steamers lacking wireless, we should soon see fewer ships sailing without it. Take the recent case of the unfortunate steamer "Hamuro." She left Saigon, says Shipping and Engineering, without notice of the typhoon which must have caused her disappearance. When she left the warnings had not been given out. She went on in ignorance, met the typhoon when it was too late to seek shelter, and probably perished with all hands on the Pacific. Had the "Hamuro" had wireless, she could have been warned in time to turn back. The "Pneumonia,"

which had no wireless, was saved more or less by luck. Both Great Britain and America insist on wireless for all ships over a certain tonnage, especially when they carry passengers. Hongkong should surely be in line with them. As for passengers, are not the lives of officers and crew just as valuable to the community? Why, to cheapen the enterprise of wealthy ship-owners, whose risk is usually covered by insurance, should the lives of these men—the real backbone of British commerce—be imperilled? For the terrible typhoons which ravage our coasts make the danger much greater than it is in the waters of the countries which do insist upon wireless.

## ADVERSARIA.

AN AWFUL thing, or used to be, and of course we would not be flippant about any fellow creature's death. But our Shanghai correspondent's telegram yesterday really screams for comment. We don't object to paying the telegraphic rates, high as they are, on an occasional redundancy; but we must certainly protest when the redundancy is ridiculous. A Chinese fell from a high building in Shanghai and was killed. Our correspondent, regardless of expense and regardless of all sense of proportion or the meaning of words, instead of saying so simply, and leaving us to appraise the awfulness of the incident, wired that an awful tragedy was witnessed in broad daylight, etc. How else could it have been witnessed? In the "narrow dark," which must be the antithesis of broad daylight, no one would have seen it. A phrase like "awful tragedy" should be reserved for something more wholesale and catastrophic—and even then it should not be included in a telegram. We suppose the young man must have seen the thing himself, and sent off the wire while still shocked.

A North China paper KOLTCHAK says that "a great many people locally will await with anxiety further news of Admiral Koltchak." Down here we are not losing any sleep over him. He is a Russian, isn't he? It seems that some other Russians have got him. None of our business.

WE have known a composition by pleading insufficient time, and we have smiled and said nothing. When a public newspaper man sends in, late, twelve pages of manuscript written on both sides of the paper, and bums manuscript at that, we regard his excuse that he is in bed with a feverish cold quite unsympathetically. In fact, so far as

we are concerned, he may stay in bed and be comfortable.

A NEW PAPER. Shanghai seems to be as prolific in new publications as Trotzki's mother is in pups. The latest is called "The Pearl of the Orient," and we look upon it with prodigious respect, because in Number One of Volume One it announces that it has "subscribers in all cities of the Philippines, Hongkong, Canton, Peking, Fochow, Harbin, Tokyo, Java, India, Singapore, Honolulu, Vancouver, B.C., and all big cities of the United States." The agent in Hongkong is our friend Mr. Vicente Espina, agent here for the Hawaiian Sugar Planters' Association. The first number has a charming cartoon, representing Justice as a female figure with the Sword of Law and holding the scales level between Occident and Orient. The Occident is represented as a lion. At least, we adjudge it a lion, though our youngest reporter (the one who does all the art criticisms) maintains it is a Chow puppy. There is bitter strife in the China Mail office over the pictured animal representing the Orient. The Editor says it is a lamb, but he admits himself that he is influenced by the idea of the "lion and the lamb" in Holy Writ. The Adversarialist says it is a goat, and wants to bet all his Bridge winnings that he is right. The Gossip thinks it is a ram. Keith West hasn't seen it yet. The Office Boy (who keeps them) assures us it is a guinea pig. The Business Manager said it was a canary, and told us all to get on with our work and not waste so much time. In this column, having the last word, we vote for the goat hypothesis. Hasn't the Orient, in the slangy sense, hitherto been the goat?

Here, from the same ORIENTAL interesting publication TRIFLE—it is to appear once ALLIANCE, a fortnight—is an editorial introduction to an interesting article. Mr. Espina, the representative of the Hawaiian Sugar Planters' Association in Hongkong and a young man who has been accused by the China Mail as a Hongkong resident who can write poetry as good as any of Rabindranath Tagore, a recent London Lion, has turned his pen to prose advocating a Triple-Alliance between Japan, China and the Philippines. He has written this article especially for the readers of "The Pearl of the Orient." The article urges the Chinese, Japanese, and Filipinos to form a *Dreibund* in the interests of education, commerce, agriculture, and natural resources "not for the dirty and inhuman purpose of making war according to the European style and tradition." Although we have to plead guilty to being a European, we greet that with a loud cheer, and wish the proposal every success.

THIS ROBUST This writer expounds his ideals in a style that is robust and intriguing, Chinese, Japanese, and Filipino, he points out, are equally Oriental, and geographically speaking are "as close to each other as a husband is to a wife." Japan has tremendous military power, China has wealthy natural resources, and the Philippines have "the best leaders and the best-run government in the whole Orient." "Lives of Great Orientals" should furnish an interesting series. The first is Rizal, the Filipino patriot. The Pearl of the Orient hopes to be the mouthpiece of the younger Orientals. Its motto is "Let us saturate this part of the globe with our own ideas."

FROM what we have already said, you will be prepared to admit that the Pearl of the Orient has more future in front of it than it has past behind it. But it has one, absolutely new feature which we have saved for the *bonne bouche*. In a small way the China Mail has tried to be original, but it bows respectfully to this new Shanghai paper, and takes a back seat, when it beholds the page headed "Women in the Orient." The Editor asks "Who is either the most beautiful or the most educated lady in your community?" and anxious contributors reply. We pass over S. D. of Shanghai, who votes for a girl of 16 "with hair like beaten gold, skin as white as snow, lips and cheeks as red as summer berries, and as sweet as honey." Dorothy (he gives the surname also) promises to be a Queen of Sheba of the Orient. We pass over others, in order to indulge our quite naturally supreme interest in the contribution of S. R. of Kowloon. He remarks that "Hongkong boasts of many beautiful ladies, both Oriental and Occidental." Then he goes on: "But I believe nobody in Hongkong will contradict me by saying boldly that in the Colony Mrs. — is one of the very beautiful and very educated."

She has the soul of an artist and she unconsciously shows it when she talks, when she moves, when she walks. We refrain from giving the paragon's name, to save her from being pestered with the attentions of the more gallant readers of the China Mail, some of whom regard themselves as lady killers. But we shall make an early call ourselves, as soon as the Mrs. tells her steamer for Europe. We had nearly forgotten to mention that the new paper has a page headed "Adversaria." The heading is the same as ours, but the

matter below it is different. It is more dignified, more soothing and soul satisfying somehow. Referring to certain ladies whose presence here was resented by one of the other papers a little while ago, it offers this solution: "Let those poor girls either marry, even just a coolie, or leave the Colony." Demonstrably, the Pearl of the Orient is a very quotable paper. We hope to quote it again, if it gets over its teething troubles.

## LOCAL AND GENERAL.

To-day's dollar is worth 5s. 63d.

The stranded steamer "China" had over three million ounces of silver aboard.

The annual general meeting of the Kowloon Land and Building Co. will be held at noon to-morrow.

"Cash Booking Only" has been ordered for the Boxing Association's Third Tournament. This is at the request of Messrs. Moutrie, who have the booking arrangements in hand.

H.E. the Governor has consented to preside at the prize giving at the Bellini Public School on Tuesday, February 10, 1930 when the prizes will be presented by Lady Rees Davis.

Mr. J. Blake Hedges, a consulting engineer and surveyor from Nara, Japan, is in town. He wouldn't tell the China Mail what his business was, but we guess by his cheerfulness that it is good.

The following warships have been appointed to the China station: "Colombo" (light cruiser), "Bluebell," "Foxglove," "Hollyhock," "Magnolia" (sloops), "Cicula," "Cockchafer," "Cricketer," "Mantis," "Moth" (gunboats). The vessels are due to arrive at Singapore about April 20 and Hongkong about 15 May.

The Shanghai Daily News of Jan. 23 said:—Mr. G. H. Stitt, who will have charge of the Hongkong and Shanghai Bank in the absence of Mr. Stephen, arrived here yesterday on the str. "Kumano Maru" from Japan, accompanied by Mrs. Stitt. Mr. and Mrs. Stephen leave for England on April 10, on the R.M.S. "Empress of Asia," and will probably not return to Shanghai this year. It is nine years since Mr. Stephen went home on leave.

The mistress of a cargo boat appeared before Captain Basil Taylor this morning charged with mooring at the Waterloo Road Pier, thus causing an obstruction. It appears that defendant tried to force a passage with her junk and in doing so drove a launch belonging to the Steam Laundry Co., against the pier, damaging it to the extent of \$67.70. On the defendant promising to pay this damage His Worship discharged her with a caution.

The afternoon party which took place on Tuesday, at the home of Mrs. Basil Taylor, The Peak, was a pleasant revelation of local talents. Mrs. Taylor wished to gather around her all these who so obligingly had given their services last December for the cause of the devastated villages of France. The programme of the entertainment included piano solos by Miss Alves from Kowloon, a piece of Prof. Danenberg and Miss Osmond, two songs by Miss Soares, solos by the Hon. Mr. Claud Severn and Mr. Rosser, and the reading of one act of Major F. Bowen's tragedy, Joan of Arc, with musical accompaniment by Lt. Col. R. M. Crosse. So successful was this first presentation of an ever impressive story that we hope the whole play will be heard some day by the general public in Hongkong. Lt. Col. R. M. Crosse has also a funny story to his lyre, for his domestic songs: "To a Kitchen Maid, To a Housemaid To, a Parlour Maid," excited the general hilarity. The Masters Rollit and Collet sang 3 of Stevenson's children's poems set to music by Temple Bevan. The evening ended at 7 o'clock with a short play: "Mrs. Hilary regrets" in which Major Law demonstrated that it takes a real Irishman to play an Irishman's part with the brogue and the vivacity becoming to him. Mrs. H. Davies formed a charming contrast. The programme will be repeated at Mrs. Taylor's home for other friends, to-day among whom are many members of the French colony.

## SANITARY BOARD.

The Sanitary Board met yesterday, Dr. A. Gibson presiding and there being present Mrs. Hickling (acting M.O.), Hon. Mr. W. Chatham, Mr. C. G. Alabaster, Dr. V. M. Koch, Captain Monteith, Messrs. S. W. Tao, Chou Shou-zen, C. M. W. Reynolds (Secretary). Mr. Chou Shou-zen was appointed to the vacancies on Committees caused by the death of Mr. Chan Kai Ming. An amendment to the bylaws so as to make yellow fever and paratyphoid fever notifiable was made. Other business was of a formal nature.

## HONGKONG AND AVIATION.

## CLUB TO BE FORMED.

The Chamber of Commerce organised a meeting at the City Hall last evening, addresses being given by members of the American Aerial Commission and by Sir Arthur W. Brown. The result was that a proposal to form an aviation club was enthusiastically agreed to.

The Hon. Mr. S. H. Dodwell presided and amongst those present were Hon. Mr. N. J. Stubb, Hon. Mr. E. V. D. Parr, Hon. Mr. J. Johnstone, Messrs. C. S. Gubbay, J. W. C. Bonnar, C. H. P. Hay, and Ross Thomson.

The Chairman said:—Gentlemen, I have much pleasure in introducing to you to-night the special commission organising the first Aerial Derby round the world under the rules of the Federation Aeronautique Internationale.

The object of the Commission is to create a world-wide interest in aeronautics with a view of exploiting, without undue delay the possibilities of aerial transport in relation to commerce and travel.

During the war the old adage that necessity is the mother of invention was proved up to the hilt, and extraordinary rapid strides were made in the construction of aeroplanes and dirigible airships, chiefly of course for war purposes. Now that hostilities have ceased there is a danger that international effort and interest in this great question may slack off to some extent. I think therefore that the heartiest welcome is due to the Commission, who are giving freely of their time and of their money towards an object which cannot but eventually prove of the greatest benefit to mankind.

Hongkong as one of the largest shipping ports in the world, the transshipping centre for the South of China, must leave no stone unturned in the endeavour to ensure that what she is to those who go down to the sea in ships she will become to those who in the future go up in the air in ships. There may be difficulties in the way from the practical point of view, but if there are it is up to us to do our utmost to surmount them and to ensure that the aerial services of the future throughout the South of China may radiate from this Colony.

We are extremely fortunate to-night in having present with us not only the commission, who are devoting their time and money to aerial development, but also many representatives of the other side of the proposition—the practical side—men who have fought our battles for us in the air. One of them Sir Arthur Whitten Brown has kindly consented to address the meeting. He is so well-known to you all in his association with the late gallant Sir John Alcock in their flight across the Atlantic to need any introduction from me.

The commission consists of Commodore Louis D. Beaumont, president, Mr. Benjamin Hillman, Treasurer, and Major Chas. J. Glidden, Secretary, and I will now call upon Commodore Beaumont to address the meeting.

## HONGKONG ON THE AIR MAP.

Commodore Louis D. Beaumont said: As President of the Special Commission in charge of organizing the First Aerial Derby Around the World, it gives me great pleasure to greet you in the name of the Aero Club of America and the Aerial League of America, and to extend to you a hearty invitation to participate in the important and epoch-making work of opening the airways of the world. You will be glad to know that your Colony holds the distinction of being on the new official map of the World's Airways, prepared by the Aeronautic Maps Association of New York, which was prepared especially to show the possible airways and air routes in relation to the world traffic and commerce, where aeroplanes can solve difficult problems of transportation. The one great purpose of the Aerial Derby Around the World is to open the world's airways. It will be an historic event which will rank in importance with the discovery of America by Columbus, the completion of the Panama Canal and the marvelous flights across the Atlantic of Commander A. C. Read, Sir John M. Alcock and Sir Arthur W. Brown, and the double cruise across the Atlantic of the British dirigible, R-34. Also the wonderful flight of Capt. Ross Smith from London to Australia. In inviting you to participate in organizing the important First Aerial Derby Around the World we are bringing to you an opportunity to become closely connected with the Aeronautic movement as a whole, which, as you know, is a marvellous movement with tremendous possibilities. The aeronautic movement is extending its usefulness to every branch of human endeavor and every person, young or old, man or woman, has much to give and much to receive from it. Through the tremendous strides forward of aeronautics there are wonderful possibilities for the employment of ingenuity, genius and skill, and business opportunities as great as were opened by the railroad, automobile, telegraph and telephone industries. And there are problems of engineering as huge as were solved by Columbus and other builders; problems of transportation to be solved by the ap-

plication of aircraft as complex as ever have confronted economists. FORERUNNERS OF MILLIONS.

The aviators and passengers who will participate in this Aerial Derby Around the World are the forerunners of the millions who will, in the years to come, travel by the permanent aerial transportation lines which are to come in the near future—sooner than we expect. And the pioneer countries which have assisted in organizing this event and have established airports, will be the terminals of aircraft which will come from every part of the world. To-day your participation in this event will give your Colony world-wide prominence in the near future it will bring aerial mail lines, and these will be followed by aerial commerce and other important developments which will be valuable assets. Few people could have foreseen or believed eight months ago that over 1,000 individuals in the United States alone would purchase aeroplanes ranging in price from \$3,500 to \$25,000 each, to use for sports, pleasure and transportation. But such is the case and the canvass taken among the 10,000 members of the Aero Club of America and the Aerial League of America shows that we may expect by next spring that thousands of people will order planes to use for pleasure, sport and transportation. Over fifty aerial transportation lines have been established or are being established in the United States and hundreds will no doubt be organized in the coming twelve months.

## AERO CLUB'S PROGRAMME.

The Aero Club of America and the Aerial League of America are organizing the following events:—

1. The Aerial Derby Around the World, being organized under the auspices of the Aero Club of America and the Aerial League of America, with the assistance of the forty aero clubs affiliated with the Aero Club of America in the United States, for which efforts are being made to secure prizes amounting to \$1,000,000.

2. An Aerial Derby Across the American Continent is being organized by the Aerial League of America and is to be held next June or July. The prizes are expected to amount to \$100,000 and the event is to be international and open to aviators holding the pilot certificate issued by the national aero clubs of the world affiliated with the International Aeronautic Federation.

3. A prize of \$25,000 has been offered by Mr. Raymond Ortel, a member of the Aero Club of America, for the first flight made from New York to Paris.

4. There are half a dozen additional contests proposed, with prizes ranging from \$5,000 to \$25,000 being organized under the auspices of the Aero Club of America and the Aerial League of America.

## RECORDS BROKEN.

Commodore Beaumont then read the following, dated Dec. 2:— "Office of Information, Post Office Department, Washington, D.C.—All load carrying airplane records were broken to-day when a twin motor De Havilland four plane devised by and manufactured for the Post Office Department covered the distance between the air mail field at Washington and that at Belmont Park, New York, a distance of 218 miles in one hour and thirty-four minutes with a mail load of nearly 30,000 letters weighing 630 pounds. The speed was at the rate of 133 miles per hour. The best previous record was on September 19 when a single motor De Havilland carried 300 pounds of mail from Washington to New York at a speed of 123 miles per hour and the third best record was on October 1 when a Curtiss plane carried 348 pounds of mail from New York to Washington at a speed of 118 miles per hour."

Concluding, Commodore Beaumont said:—Our mission should and I am sure will stimulate aviation in all countries as much enthusiasm is shown everywhere. We hope to draw the countries of the World into closer communication and association with one another and a possibility of the world experience of the horror of the four or five years recent war, will not again be probable. To control the air is a grand sign of peace.

## AVIATION IN THE UNITED STATES.

Mr. Benjamin Hillman said: Flying for sport, pleasure and transportation is developing by leaps and bounds in the United States. The following data was gathered by our Commission during our visit to twenty cities on our way to San Francisco. We found that in one section of the United States alone, since June, this year, there had been sold 1,000 aeroplanes. These planes are all used for passenger carrying and transportation and everywhere the Commission was told that people were buying aeroplanes were held back by inability on the part of manufacturers to make prompt deliveries and supply larger aeroplanes equipped with several motors to use for long distance transportation and flying boats to use on waterways. Aeroplanes dealers in various cities stated that they could have sold ten times as many aeroplanes this year

if the manufacturers had been able to supply them. In some places large automobile dealers have taken up the aeroplane business and stated their readiness to place orders for 100 machines of each type next year. One dealer who bought one hundred aeroplanes last year in June, sold them all within sixty days and then bought forty more which he sold, and could dispose of two hundred more if he could get deliveries. A Chicago dealer sold \$750,000 worth of aircraft parts and supplies. The extensive use of planes for transportation, surveying, passenger carrying and other useful purposes in the middle and north-west was a revelation even to the aeronautic authorities in the party, who, for the past ten years, as leaders of the aeronautic movement have at times been considered over-optimistic. We know that when the Atlantic City Aeronautic Convention started in May, all the aeroplanes were owned by the Army and Navy and it took several months for the manufacturers to liquidate their Government orders and secure release of aeroplanes for private use. Now that the restrictions are removed a great aeronautic boom has started which has practically no limit except a possible failure on the part of manufacturers to produce suitable aircraft in large enough quantity. Great Britain has some of the best air ports in the world.

## LANDING FACILITIES.

In deciding the size of a landing field for land aeroplanes it is well to consider the size required by the largest aeroplane to-day. A field with a runway of 1,500 feet in the direction of the prevailing winds is sufficient for the average two additional large passenger-carrying aeroplanes like the 20-passenger Lawson Aerial Pullman which recently flew from Cincinnati to New York and from New York to Chicago. This plane, like the large Handley Page, Caproni and Farman passenger-carrying planes, can land on a field of less than 2,000 feet runway, but it is a risky practice. The field should afford a runway of 3,000 feet in the direction of the prevailing winds.

You will never regret having made allowances for large places. You will find them landing on your field as soon as you have the field, and permanent mail and transportation air lines will be running from your City to other Cities. And seaplanes will land at your Airports. The British dirigible R-34 went to the United States on the invitation of the Aero Club of America because we secured a good airport for it. This dirigible is to be followed by dirigibles many times larger, one being under construction, which has ten million cubic feet hydrogen capacity and will lift 303 tons, of which 100 tons will be for cargo, and will be capable of navigating the air for 25 days or 36,000 miles without stopping, at a speed of 60 miles an hour, reducing the time London to Hongkong to about five days.

## MAJOR GLIDDEN ASKS FOR MESSAGE FROM HONGKONG.

A lengthy statement was made by Major Glidden, executive secretary of the Commission, who took the opportunity of congratulating Sir A. W. Brown on being the first man to join the two continents on an air flight. He pointed out that the members of the Commission had retired many years ago from active business. They had, he said, no financial interest in the production of aircraft and the movement was purely a patriotic one for the purpose of advancing aviation, the expense of the Commission being assumed by Commodore Beaumont. It was hoped to make the aerial Derby the greatest sporting affair in the history of the world and that prize to the amount of one million dollars would be secured, the first being at least fifty thousand dollars, and it was expected there will be two hundred entries. Fifty-five countries will be represented, two hundred men will be required to conduct the Derby and millions will witness it.

## THE GENERAL PLAN.

The first Aerial Derby Around the World will be in the nature of a touring contest in which any person may participate. They may use both aeroplanes and dirigibles for air travel and are permitted to use ships, railways, automobiles and other means of transportation to make connections between countries but the fastest average air mileage wins the master prize. The period of time allotted for the journey will not be less than six months and the zone of travel will be between sixty north latitude and fifteen south latitude, contestants living outside the zone may fly by any route into the zone and continue on their journey within the prescribed limits. The contestant may fly from one point to another on one day continuing at his pleasure on to the next point his time being officially taken by Referees at point of starting and stopping. The contestant will be under absolute control and direction of the Referees appointed, who must be citizens (native preferred) of the Country in which the contestant is travelling. It will not be necessary for the contestant to own an aeroplane, flying boat or dirigible as he is privileged to engage passage in any aircraft available and it is hoped the Commission may be able to arrange aerial transportation across the Atlantic and Pacific Oceans whereby several contestants may go together.

(Continued on Page 5.)



## HONGKONG AND AVIATION

(Continued from Page 4.)

Major Glidden spoke of the work of the Commission and its wonderful reception in Japan, Korea, China, the Philippines, Mexico, and this Colony. He said, "The address of Oriental Progress, he said, waved her wand from the highest peak in the Himalayas all over Asia and says 'Can we not discern the signs of the times?' He read highly complimentary messages from statesmen and others and concluded by asking 'What message has Britain's great colony in the Orient, Hongkong, to send around the world to assist in the advancement of aviation?'

## FROM HONGKONG TO LONDON.

Sir Arthur Whitten Brown said that, after listening to the Commission for all round the world Derby, he was sure he felt that the next best thing to do would be to rush off and start the air service right away and take a passage to London in five days. Certainly the time was coming when that could be done. He was as enthusiastic as possible, but where transport was concerned he did not think that it was a thing to be rushed. They could start a line. Transport lines would be started, but only where there was a sufficient volume of traffic to show a return on the enormous capital which must be invested. Now, to run a line from Hongkong to London, the invested capital to carry on an aerial service would not be less than about £2,000,000 to £2,500,000, and to show a return on that capital the passage charged per passenger would be approximately from £150 to £200. Mails would be carried at from 6d. to 9d. an ounce. The machines to carry on such a service would have to take a minimum load of 15 tons. That was as far as a small airship was concerned, but the airships would be larger in the future. Would there be 15 tons passengers a week to be carried between Hongkong and London? If there were, then such a service would be carried on. If there were not, then there was no hope whatever of having such a service. At the present moment Great Britain had aeroplanes for short distance and high speed work and dirigibles for long distance and moderate speed work. During the last great railway strike dirigibles were used for the carrying of mails and aeroplanes for passengers. Here in Hongkong they had practically no ground available for an aerodrome, and in the New Territories it would be an expensive business to provide an aerodrome suitable for big machines. One of the speakers had just told them that a 1,500 feet run would be needed for a large machine. He knew of a big Handley-Page machine which had to struggle along for half a mile before it got going. With a smaller machine 500 to 600 feet of a clear run was absolutely necessary—and more than that, if possible, to allow opportunities for pulling, etc. So that here they would be confined to the flying boat. They were constructing now for the Government two large machines of 5,000 horse-power and 240 feet span which would not require a landing ground but merely a tower standing at a height sufficient for an airship to swing round and get clear of any building. That would suffice as a landing stage. For landing purposes a special pier could be erected near the town, whereas for aeroplanes an aerodrome would have to be built some distance away from town. Of course a floating boat must go near the wharf, so that whilst there was the greatest possible future for air transport and whilst air transport showed great advantages over every other means of transport, he asked them to exercise caution in approaching the subject. They must remember that it was always a question whether any line instituted was going to have the necessary number of passengers after the pleasure-seekers had finished with it. The idea of a race round the world was excellent, but unfortunately—if he might criticise it—it had been made a race for individuals with abundance of money, and the prize mentioned, £50,000 would not cover the expense of carrying out that flight. The race would have to be won by someone who was in a position to spend more money than the prize or one who had financial backing. If a man had £100,000 at his disposal he could start in two minutes with a dirigible which could be constructed in England and which would cover the world with not more than three stops. If it were not for the expense he would have liked to compete himself.—(Applause.)

## AVIATION CLUB IN HONGKONG.

The Chairman then said: "We have all listened with deep interest to the instructive words spoken by the commission and Sir Arthur Brown, and on behalf of the Chamber of Commerce I would like to express our thanks to them for addressing us to night. I think however that our thanks should take a more concrete form—a form more likely to appeal to them in that they will feel that their efforts have been rewarded. Whatever views you held before this meeting, I feel sure now that you are convinced we ought to take some practical step, as it were, to place ourselves on the map aeronautically, and I am consequently going to propose a resolution committing us to the opinion that an aviation club should be formed as soon as possible in the Colony.—(Applause.)"

The Chamber of Commerce can, of course, do a great deal towards the encouragement of aviation, but but I am sure that somebody with practical experience in flying on the Committee would be able to co-operate with the Chamber of Commerce, giving advice and assistance and also co-operate with the Government in any aerial transport question which affected the interests of the Colony. I, therefore, beg to propose—

"That in the opinion of this Meeting an Aviation Club be formed in Hongkong having for its object the encouragement and expansion of commercial aviation in general and its application to this port in particular.—(Applause.)"

## FUNERAL.

THE LATE MR. A. W. P. SPIERS.

The funeral of the late Mr. A. W. P. Spiers of Messrs. Davis and Company, whose death from pneumonia occurred at the Government Civil Hospital on Monday night, took place at the Protestant Cemetery, Happy Valley, last evening.

The Rev. V. H. Copley Moyle performed the burial service at the graveside. Among those present to pay their last respects to the deceased, were: Mr. G. H. N. Bannerman (chief mourner), and Messrs. H. B. Bridger, Dr. J. Souza, F. Peley, W. Stewart, U. Sorby, J. Stewart, P. Taylor, J. McTavish, Hamilton, C. Strafford, W. Fleming, S. Baker, R. H. Beavan, M. Manuk and many others.

Floral tributes were sent by the following: "The Sorrowing Wife," "Mother," "Aunt Lucie," "Sister Dido," "Sister Gladys," "Uncle Arthur and Aunt Mabel," Mr. and Mrs. G. H. N. Bannerman, Messrs. Shewan, Tomes & Co., Messrs. Davis & Co. (Comptroller's Staff), Messrs. Davis & Co., Mrs. P. M. Davis, Hongkong Electric Co., Mr. and Mrs. Stevenson, Mr. and Mrs. Gregory, Mr. and Mrs. W. E. Hollands, Mr. and Mrs. Walter, Mr. and Mrs. J. W. Stewart, Mr. and Mrs. W. Fraser, Mr. P. Graham, Mr. and Mrs. U. Sorby, Mr. and Mrs. J. C. H. L. Smith, Mr. and Mrs. M. Manuk, Mr. and Mrs. W. E. Douglas, and Messrs. H. Handley, E. B. Lambert, W. I. J. Souza, S. Baker, A. S. Graeme, L. C. Parker, R. C. R. Fowne, Chee Lai Hing and Mr. and Mrs. B. Budge and others without cards.

## CHINESE TELEGRAMS.

(By arrangement with Wah Tsz Yat Po.)

SHANGHAI, Feb. 3. The Minister of Finance will issue new coins bearing President Chu Sai Cheong's effigy.

The funeral of the late President Fung Kwok Cheung took place yesterday. There was a grand procession which attracted considerable attention. The flag at the foreign legations at Peking was half-masted.

The Chinese charge d'Affaires in Tokyo has tendered his resignation to the Peking Government. He says his mother is ill.

The Cabinet is going to engage more foreigners to act as advisers. Mr. Wong of the Foreign relations committee has announced that the best reply to Japan regarding the Shantung question would be thus:—If the negotiation is to be based on the German treaty there should not be any negotiation as China is not a party to the treaty. If the German treaty is to be set aside then we could discuss the matter freely and under no obligation.

The Minister of Foreign Affairs asked the Bank Group to advance \$9,000,000 of the \$5,000,000 loan within the next fortnight. The Banks' representative replied that they were unable to comply.

President Chu Sai Cheong asked Li Shun, the Nanking Tschun, to advise Dr. Wong Ching Ting to proceed to Peking in order that the Shantung dispute may be settled with his assistance.

Li Shi Ho the Minister of Finance is negotiating small loans with both the Chinese and foreign bank at high interest. It is reported that he succeeded in getting the necessary money to tide over the New Year difficulties.

"WALLA WALLA" boats are now and then set down at Hsin.

## SPECIAL CABLES.

THE STRAITS DOLLAR.

NEW GOVERNOR'S ANNOUNCEMENT.

[CHINA MAIL SPECIAL.]

SINGAPORE, Feb. 3.

The new governor, accompanied by Lady Guillemard, arrived this morning aboard the "Kashmir." He was ceremonially received. Replying to addresses of welcome, Sir L. N. Guillemard gave the assurance that there was no intention by the government to raise the value of the Straits dollar. He also said the immediate danger of another rice shortage was past.

WHERE WERE THESE FROM?

[CHINA MAIL SPECIAL.]

SHANGHAI, Feb. 2.

Eight hundred German repatriates sailed aboard the "Hudson Maru" yesterday bound for Rotterdam. The majority fought at Tsingtau. The dock presented an animated scene, as the uniforms worn were of a multi-colored character. Another batch of repatriates, comprising the married men and their wives, follow later on another ship.

TO-DAY'S ADVERTISEMENTS.

WANTED.

TWO STENOGRAPHERS—With good knowledge of shorthand and typewriting. Required immediately by the Asiatic Petroleum Co. (S. S.) Ltd., King's Buildings.

LOST.

LOST—From No. 18, Shelly Street, BULL TERRIER PUP. Answers name of MOLLY. Finder will be rewarded on returning same.

TO LET.

TO LET—BURNBANK, Shantivan Road, \$70 per month. Apply C. E. WAREY & Co., Ltd.

## WISEMAN, LTD.

## TEA DANCE

TO-MORROW

(THURSDAY), 5th Feb. Dance Tickets 50 cts. each.

D. M. GOODALL, Manager.

## HATS FOR THE RACES.

A consignment of choice SPRING HATS is now on view at

No. 9, BEACONSFIELD ARCADE.

"LA FAVORITE"

FREE INSPECTION INVITED.

The Management of the Coronet

beg to announce

A GALA PERFORMANCE

of

"THE BETTER 'OLE"

at

THE CORONET THEATRE

on

FRIDAY, February 6th at 11 a.m.

at which

HIS EXCELLENCY THE GOVERNOR

has promised to be present

as patron.

Tickets, \$2 per seat, may be obtained at the theatre.

FIFTY PER CENT OF THE PROCEEDS WILL BE GIVEN TO INAUGURATE A FUND PARTICULARS OF WHICH WILL BE SUPPLIED AT THE PERFORMANCE.

## TO-DAY'S NEW ADVERTISEMENTS.

NOTICE.

MARINE ENGINEERS GUILD OF CHINA.

10, Des Vaux Road Central.

Members in Port are requested to call at this office at the earliest possible moment. URGENT.

W. J. STOKES, Branch Secretary.

HONGKONG BOXING ASSOCIATION.

PRESIDENT—His Excellency Sir R. E. Shubbe K.C.M.G., Governor. CHAIRMAN—His Honor, Sir William Rees Davies, R.C., Chief Justice.

THIRD TOURNAMENT.

At "The Ring" Volunteer Headquarters, Parade Ground (adjacent Lower Peak Tram Station). Specially constructed Matched, capable of holding 2,000.

SATURDAY, FEBRUARY 14th, 1920.

at 8.15 P.M.

1.—20 Round Contest for the Welterweight Championship of the Colony, and the Mounted Police Reserve Belt.

Between: Sgt. "Sky" Kerrison, R.N.Y.P. (Holder), and Stoker Eddie Walters, H.M.S. "Hawkins" (Challenger).

2.—15 Round Contest for the Middleweight Championship of the Colony, and the "Hongkong Daily Press" Belt.

Between: Pte. J. H. Macan, R.M.L.I. "Hawkins," and C. R. A. H.M.S. "Ambrose."

3.—8 Round Contest for the Amateur Lightweight Championship of the Colony.

Between: Young Maher, ex-Driver, R.G.A. (Holder), and Sgt. Ward R.N.Y.P. (Challenger).

4.—6 Round Middleweight Contest. Between: E. R. A. Sergeant, H.M.S. "Ambrose," and Seaman Willoughby, H.M.S. "Hawkins."

5.—6 Round Lightweight Contest. Between: Ship's Cook, North, H.M.S. "Carlisle," and Corporal Cook, R.M.L.I., H.M.S. "Hawkins."

6.—6 Round Featherweight Contest. Between: Seaman Webb, H.M.S. "Ambrose," and Seaman Deuchart, H.M.S. "Hawkins."

Prize: Reserved, \$5. (Ringside raised seats) and \$3. (Ringside Ground level seats).

Unreserved, \$1. DOORS OPEN at 8.30 P.M.

BOOKING at MOUTHERS as follows:—WEDNESDAY, FEBRUARY 11th. Members (and their guests) of the Hongkong Boxing Association only.

THURSDAY to SATURDAY, Feb. 12th to 14th, General Booking. CASH BOOKING ONLY.

REFRESHMENTS:—Messrs. H. J. Geddes, (Official Referee), W. Logan, A. Murdoch and Major Ragon D.S.O., G. G. M. TINSON, Hon. Secretary, J. C. WILKIN, Manager.

RADE PONIES.

UNDER telegraphic instructions received from the Executors of the late B. D. KAPTEYN, the undersigned will offer for sale by PUBLIC AUCTION at the Grand Stand within the Jockey Club enclosure by kind permission of the Stewards of the Hongkong Jockey Club

FRIDAY,

the 6th February, at 8 o'clock a.m.

the undermentioned pony, with his engagements, as entered for the forthcoming Race Meeting RUNAWAY LIGHT, Dur. 130 hands (winner of races). For further particulars, apply to the Auctioneer. Messrs. HUGHES & HOUGH, Hongkong, February 4, 1920.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned), ON

FRIDAY,

February 6, 1920, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street. Several lots of Wire Netting in lengths from 15 feet to 85 feet. Terms:—Cash.

HUGHES &amp; HOUGH, Auctioneers.

Hongkong, February 4, 1920.

(FOR ACCOUNT OF THE CONCERNED), ON

SATURDAY,

February 7, 1920, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street. One upright Piano by Rachals and Co., Good Tone, Very Good Condition. Terms:—Cash.

HUGHES &amp; HOUGH, Auctioneers.

(FOR ACCOUNT OF THE CONCERNED), ON

TUESDAY,

February 10, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street. A Few Pairs of Binoculars and Prismatic Glasses suitable for the Racing Season. ALSO Two Bellow Valises, Suit Cases, Kit Bags, AND A Few Lots of Face and Bath Towels and Double Bed Sheets. (Full Particulars from Catalogue.) Terms:—Cash.

HUGHES &amp; HOUGH, Auctioneers.

Hongkong, February 4, 1920.

(FOR ACCOUNT OF THE CONCERNED), ON

TUESDAY,

February 10, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street. TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTEADS, TEAKWOOD TWIN BEDSTEADS, CARPETS, &c., &c. comprising:—

Upholstered sofas, arm-chairs (40), Folding Card and Occasional Tables, One Upholstered Suite, bedroom furniture, comprising Teak-wood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, &c., (fitted Teakwood). Sideboards, Dinner Wagons, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Looking Glasses, Chandeliers, &c., Bath Room Utensils, Electro-Plated Ware, &c., a Heading Lamp, Blackwood and Teakwood screens, a quantity of blackwood furniture, blackwood and Fire Screens, Side Tables, Chairs, Cabinets, Pictures, Carpets, new and second-hand, &c.

Piano by Challen & Sons, One Enamelled Bath. (Full Particulars from Catalogue.) Terms:—Cash.

HUGHES &amp; HOUGH, Auctioneers.

Hongkong, February 4, 1920.

A FORTY YEARS' TEST. CHAMBERLAIN'S Cough Remedy has been curing coughs and colds for the past forty years and has gained in popularity every year. What better recommendation is required? For sale by all Chemists and Storekeepers.

## NOTICES.

## JUST THE THING

THE DOCTOR ORDERS FOR INFLUENZA:

BRAND'S ESSENCE OF CHICKEN per tin \$1.00.

BRAND'S ESSENCE OF BEEF per tin 80 cts.

BRAND'S INVALID SOUPS Ox Tail, Gravy, Mock Turtle, per tin 40 cts.

BRAND'S "FEVER FOOD" per tin 65 cts.

BRAND'S INVALID TURTLE SOUP per tin 85 cts.

BOVril BEEF EXTRACT 2 oz. botts. 35 cts. 4 oz. botts. 60 cts.

INVALID CALVES' FOOT JELLY per bot. \$1.00.

"EX OX" BRITISH BEEF EXTRACT per 2 oz. tin 30 cts. 4 oz. tin 55 cts.

LUSTY'S REAL TURTLE SOUP per pint tin \$1.00.

BRAND'S ESSENCES are ready for immediate use, no water to add—every teaspoonful a stepping stone to more complete recovery—the very ESSENCE of the best Beef and Chicken obtainable. They give vitality and vigour. They are nourishing and stimulating, and yield wonderful results in cases of Malnutrition, Weak Digestion and Nervous Exhaustion. Doctors always order BRAND'S.

LANE, CRAWFORD &amp; CO.

## COLUMBIA

GRAND

OPERA

RECORDS.

THE ANDERSON MUSIC COY. LTD.

(THE COLUMBIA SHOP)

16, DES VEAUX ROAD CENTRAL. TEL 1322.

## SHEWAN, TOMES &amp; CO.

MOTOR DEPARTMENT.

DISTRIBUTORS FOR:

COLE, DODGE AND OLDSMOBILE CARS, FEDERAL TRUCKS-FISK TYRES, HARLEY-DAVIDSON MOTORCYCLES, ARROW, BRENNAN, JACOBSEN, METZ, RED WING, ROBERTS, & VENN-SEVERIN MARINE ENGINES.

We stock Spare Parts also carry a complete line of Auto-Accessories, and Motorboat Fittings.

MOTOR CAR STORAGE

Repairs of all descriptions under European supervision. Re-painting a specialty.

INQUIRIES AND INSPECTION INVITED.

Call at our Motor Garage No. 7 Russell Street OR Phone 420.

## NOTICE.

We have just received fresh stocks of all GUTEX preparations. GUTEX is absolutely the last thing in medicine. Try it.

Pepodent Tooth Paste, the scientific new departure in Dental Preparations. Prices lowered by high exchange.

COLONIAL DISPENSARY.

14, Queen's Road Central. Telephone No. 1877.

## TANSAN

"THE CHOICEST OF ALL CHOICE WATERS"

Do you know

THAT—As all round general health TANSAN is the most important single item of your everyday diet?

THAT—TANSAN is 100 per cent pure—in it not even a trace of microbio life or organic matter?

THAT—standing a bottle of TANSAN in the sun for any length of time it will be found as free from growth forms of any kind as when taken from the SPRING itself?

THAT—TANSAN frappe more quickly in the ice chest than any other known water, thus proving a distinct difference in quality?

THAT—of all good water and best Waters TANSAN is manifestly the BEST?

THAT—TWO HUNDRED AND ONE of the most eminent physicians of America positionated Centres, a few years ago to admit TANSAN as one of the best waters.

SOLE AGENTS:—

GANDE, PRICE &amp; LTD.

WINE MERCHANTS

Tel. No. 125. 6, QUEEN'S ROAD CENTRAL.





## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

## HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 8 p.m.

SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

SAILINGS—  
To Macao daily at 9 a.m. (Sundays at 2 p.m.)  
From Macao daily 2 p.m. (Sundays at 4 p.m.)Police Permits to leave the Colony are not required.  
Further information may be obtained at the Company's Office, Hotel Manxions, or from Messrs. Teoh, Cook & Son, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

## STEAMSHIP SERVICES.

Regular Sailings to NEW YORK via Panama Canal.

## S.S. "ST. ANDREW"

Sailing on or about February 8th.

## S.S. "MUNCASTER CASTLE"

Sailing on or about March 13th.

## LLOYD TRIESTINO

## S.S. "PILSNA"

BRINDISI, VENICE &amp; TRIESTE

Sailing about end of March.

## NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between  
JAPAN, HONGKONG & JAVA

## FOR JAPAN.

## S.S. "BORNEO MARU"

Sailing on or about 10th February.

## FOR JAVA.

## S.S. "RIOTUN MARU"

Sailing on or about 20th February.

## OCEAN TRANSPORT Co., Ltd.

(TAITO KAIUN KAISHA.)

Steamship Services Trans-Pacific.  
Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN  
PORTS with transshipment at CALCUTTAin conjunction with the  
INDO-CHINA STEAM NAVIGATION CO., LTD.  
AND APCAR LINES.

For Freight or Passage on any of the above Lines apply—

DODWELL &amp; CO., LTD., Agents.

## IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON &amp; CO. (TELEPHONE 515).

## O. S. K.

## OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and  
Port Said.ATLAS MARU—Monthly service. Taking cargo on through  
Bills of Lading with transshipment at Bombay to Co.'s steamer.BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and  
Cape Town via Singapore.

CANADA MARU—End of February.

BOMBAY &amp; COLOMBO—Regular fortnightly service via S. Pore.

SIAM MARU—Wednesday, 4th February.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly  
service.

UNSAN MARU—Wednesday, 18th February.

SYDNEY & MELBOURNE—Monthly service taking cargo to  
New Zealand and Pacific Islands.

MITSUKI MARU—Thursday, 5th February.

MADRAS MARU—Sunday, 12nd February.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung,  
Shanghai, Nagasaki, Moji, Kobe, Yokohama & Yokohama.

AFRICA MARU—Wednesday, 25th February.

KEELUNG via SWATOW & AMOY—These steamers have  
excellent accommodation for 1st and 2nd class passengers and  
will arrive at and depart from the O.S.K. wharf near the  
Harbour Office.

KALJO MARU—Sunday, 8th February.

TAKAO via SWATOW and AMOY.

SOSHU MARU—Thursday, 12th February.

JAPAN PORTS—Moji, Kobe, Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUI &amp; A. Man-gu. No. 1, Queen's Building.

Tel. No. 744 and 745.

## THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDERS. All work done to the highest standard. We have  
over thirty years' experience. We own two slipways and can accommodate any ship  
of 200 feet long.

Town Office: 54, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.

Shipyards: Sham-Sui-Po, Sze-chuen, Hongkong. Telephone No. 3.

Estimates furnished on application.

Hongkong, April 1, 1912.

## SHIPPING

C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR SAIGON, SWATOW, SINGAPORE, SHANGHAI, MANILA, CANTON, HONGKONG, AND OTHER PORTS.

SAIGON, SWATOW, SINGAPORE, SHANGHAI, MANILA, CANTON, HONGKONG, AND OTHER PORTS.

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## SHIPPING

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## SAILINGS

## HONGKONG to VANCOUVER

(via Shanghai, Nagasaki, Moji, Kobe &amp; Yokohama)

STEAMERS

HONGKONG VANCOUVER

Empress of Russia ... Mar. 11 Mar. 29

\*Monteagle ... Mar. 23 Apr. 17

Empress of Japan ... Mar. 29 Apr. 19

Empress of Asia ... Apr. 8 Apr. 26

Empress of Russia ... May 6 May 24

Empress of Japan ... May 26 June 10

Empress of Asia ... June 3 June 21

\*Monteagle ... June 4 June 28

Empress of Russia ... July 1 July 19

Empress of Japan ... July 20 Aug. 10

Empress of Asia ... July 28 Aug. 18

\*Monteagle ... Aug. 5 Aug. 29

Passage Fares Hongkong to United Kingdom.

Empress of Russia ... Gold 3000 Tons Reg. Gold

Empress of Japan ... Gold 3000 Tons Reg. Gold

Empress of Asia ... Gold 3000 Tons Reg. Gold

\*Monteagle ... Gold 3000 Tons Reg. Gold

Passage Fares subject to change without notice.

For Fares and other information please apply to

HONGKONG OFFICE

Telephone 734. Cable address: CACANPAC.

CANADIAN PACIFIC

OCEAN SERVICES

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers. Electric Light and Fans in Saloons

and Balconies. Excellent Cuisine.

SWATOW, AMOY &amp; FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days)

PRINCIPAL CAPTAIN LEAVING.

QUINNEBAUG ... Capt. Medina ... FRIDAY, 6th February at Noon.

HAIKONG ... Capt. W. O. Passmore ... TUESDAY, 10th February at 1 p.m.

SWATOW AND AMOY.

HAIKONG ... Capt. A. H. Stewart ... THURSDAY, 6th Feb. at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Place).

For FREIGHT and PASSAGE apply to—

DOUGLAS LARRAIK &amp; Co.

General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "CHINA" (10,900 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS &amp; HONOLULU.

"NANKING" "NILE" "CHINA"

March 23rd, 1920. March 2nd, 1920.

AN UNRIVALLED HIGH CLASS

PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.

Primer's Buildings, Lee House Street. Tel. 1284.

AMERICAN &amp; ORIENTAL LINE.

FOR NEW YORK.

S.S. "SUVERIO" via Panama, February 10.

FOR BOSTON &amp; NEW YORK.

S.S. "LOCEIO" via Suez, March 25.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman &amp; Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM &amp; CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE







**"ARROW" DRESS SHIRTS**

with close Tucked or Plain Pleated Fronts are smart in appearance and being without starch make the most comfortable shirts for Dinner or Theatre wear.

\$3.50. \$5.00 each.

**MACKINTOSH**

& CO., LTD.

Men's Wear Specialists.

14, Des Vaux Road.

Telephone 29.

**COTTON AND YARN.**

Messrs. Polshwalla and Kowall report on Feb. 4:

Since our last report on the 11th. Ult. by Str. "Dunera" during the first part of the interval our yarn market had remained quiet with a further decline of \$1 to 4 per bale but latterly a good inquiry in 10s and 12s superior grades improved the rates in these two counts and business has passed in 4000 bales at an advance of \$2 to 4 per bale.

Demand in 20s yarn had been insignificant during the whole interval.

In view of the recent more serious news of Mills and Docks Hands Strike in Bombay together with sudden fall in rupee exchange, foreign holders are demanding higher prices and are a sharp firm.

Total Sales 4,000 bales. Unsold Stocks 8,000 bales. Uncleared 16,000 bales. Arrivals—From Bombay 10,000 bales.

Shanghai reports a general improvement with moderate business passing.

Japanese yarn—Imports have entirely stopped and following are the latest quotations:

Bales Nagasaki No. 20s at \$3.00. Bales 3 Horses No. 16s at \$3.23.3

Horses No. 20s at \$3.46, Bales Yellow Jess No. 20s at \$3.47, Bales No. 10s \$2.43, Seta No. 20s at \$3.52, Blue Fish No. 20s at \$3.48.

Raw cotton—No stock. Nominal quotations, Bengal \$45 to 50.

Chinese \$48 to 55 per picul.

**REJUVENATION.**

Replying to the question "Can an old man be made young again by engrafting into him some of the organs of young monkey?" Dr. Josiah Oldfield, of the Lady Margaret Hospital, Bromley, Kent, said to a representative of the "Manchester Guardian"—"Within certain limitations I think it would be quite possible. Take an old crabtree and cut it down to the main stem, and then graft on to this old stem scions from a young apple tree, and in a few years you will have a fine head of vigorous young growth. The old tree starts a new activity again, and, within limits, by constantly renewing with young scions a tree may attain immortality."

Following a similar line of argument (asked the Press representative), and with the necessary variations between vegetable cell vitality and the cell vitality of highly organised human beings, may we not make a human individual almost immortal by engrafting into him at recurring intervals some organs from a youth of the human or primate group of animals?—Theoretically "Yes," but practically I think "No," excepting under very rare circumstances.

Why not?—An old man has no young trunk to graft upon. He begins to age in his central organs of nutrition, and with an old stomach and an old liver I can see no rational ground for believing that the implanting of a young organ will have and real permanent effect upon his vitality or can rejuvenate him. My own contributions towards the discovery of prolonging life lie in attempting to discover the most suitable organic acids which will prevent deposit of waste matter in the lumen of the blood vessels and within the cell envelope of the absorptive cells of the alimentary canal—or redissolve waste matter already deposited.

Today's return of communicable disease shows a case of enteric fever.

La Favorite of No. 9 Beaconsfield Arcade has just received a consignment of hats suitable for the Races. Inspection is invited.

Hon. Mr. Claud Severn, C.M.G. has consented to distribute the prizes at St. Paul's College annual prize distribution on Thursday, Feb. 12.

The tournament which was to have been held by the Ladies' Recreation Club last Saturday had to be postponed owing to bad weather and has been fixed for February 28.

**COMING IN AUGUST.**

Mr. N. Teesdale MacKintosh, Registrar of the Hongkong University, received the following cable from Sir Charles Addis, chairman of the University Committee in London, this morning, with regard to the appointment of the new Vice-Chancellor of the Hongkong University: "Ross accepts the appointment, and hopes it would be satisfactory to you if he arrives in August, as he is committed to his present appointment until the end of the session. It is very difficult on both official and personal grounds, for him to get away sooner."

Sir Edward Dennison Ross, C.I.E. (1912), P.H.D., M.R.A.S., E.A.S.B., who is a cousin of Mr. Ross, our Post-Master-General, has since 1914 been assistant director of the Prints and Drawing Department of the British Museum and is at present also Director of the School of Oriental Studies in London. Sir Edward was born in 1871, and became a professor of Persian in the University College, London, in 1896, and held that post until 1901. He is a great traveller, and has covered the whole of Russia, Asia Minor and Persia. Sir Edward is married, but has no children. Lady Ross has a great reputation as a celebrated amateur pianist, and is sure to receive a great welcome here. She will undoubtedly take a very prominent part in the musical life of this Colony.

Dr. Jordan will continue to act as Pro Vice-Chancellor of the University until the arrival of Sir Edward, when he will hand duties to the new Vice-Chancellor, who, it is hoped, will be here in time for the opening of the new session in September.

**OBITUARY.**

We regret to record the death of Miss Goggin, which took place at Victoria Hospital on Saturday morning from cerebro-spinal meningitis. Miss Goggin was a sister of Mr. W. G. Goggin, sub-manager of the "Bank" Line of steamers.

**DEPARTURES.**

The s.s. SIAM MARU, (Capt. Imamura) sailed for Bombay via Singapore at 4 p.m. to-day with 1,500 tons of general cargo.  
The s.s. TATONISE, (Capt. Levis), sailed for Saigon at 4 p.m. to-day with 200 tons of general cargo.  
The s.s. HAYOI, (Capt. Morvan), sailed for Haiphong at 3 p.m. to-day with 700 tons of general cargo.  
The s.s. YANGTSEKIANG, (Capt. Brown), sailed for Haiphong via Hoikow at 5 a.m. to-day with 300 tons of general cargo.  
The s.s. SHIOZUKA MARU, (Capt. Aekawa), sailed for Yokohama via Shanghai at 11 a.m. to-day with 1,000 tons of general cargo.

**ARRIVALS.**

February 4.

The s.s. TULIOWONG, Dutch 3,052 tons, from Java, Capt. P. Hopman, J. C. J. L. Kellet Island.  
The s.s. QUINNEBAUG, Amer. 607 tons, from Swatow, Capt. J. Medina, D. L. & Co., Wharf.  
The s.s. HOYANG, Brit. 1,424 tons, from Shan-hai, Capt. W. P. Baker, J. M. & Co., West Point Wharf.  
The s.s. HSIN PING AN, Chl. 916 tons, from Saigon, Capt. Novik, Kwong Mow Tai Co.  
The s.s. EASTERN, Brit. 2,273 tons, from Australia, Capt. Smith, Mr. Mc. & Co., K. Wharf.

**CLEARANCES.**

February 4.

The s.s. SINKIANG, (Brit.), cleared to-day and will sail for Shanghai at noon to-morrow.  
The s.s. SANGOLA, (Brit.), cleared to-day and will sail for Bombay via Singapore at noon to-morrow.  
The s.s. ST. ALBANS, (Brit.), cleared to-day and will sail for Melbourne via Manila at 4 p.m. to-morrow.

**DEPARTURES.**

The s.s. TUNG SHING, (Chl.), Capt. Capt. Udin, Agent, Kwong Hing & Co., left for Boihow to-day.  
The s.s. SIN LEE, (Chl.), Capt. Capt. Udin, Agent, Kwong Hing & Co., left for Boihow to-day.  
The s.s. CHIAO-LI, (Chl.), Capt. Capt. Udin, Agent, Kwong Hing & Co., left for Boihow to-day.

**UNION WATERBOAT COMPANY, LIMITED.**

The following is the report for presentation to the shareholders of the Union Waterboat Company, Limited, at the fifteenth ordinary annual meeting to be held at the Company's Office, on Monday, February 9, 1920, at 11 a.m.

Consulting Committee—S. H. Dodwell, Esq., Chairman, J. W. Bonnar, Esq., G. Otten, Esq., S. Yasuda, Esq., W. Adamson, Esq., A. E. Crapnell, Esq.

The general managers have now the pleasure to submit their annual report and statement of the Company's accounts made up to December 31, 1919.

The net profits for the year ended December 31, 1919, after allowing for consulting committee and auditors' fees, and including \$7,943.08 brought forward from last account amount to \$62,438.75.

The general managers recommend the payment of a dividend of \$1.25 per share, which will absorb \$34,653.75, write off \$13,000.00 from the value of the Waterboats, \$2,400.00 from the value of the steam launch "Diana," \$500.00 from the value of pipes and staging, \$1,896.00 off Investments, and carry forward a balance of \$9,989.00 to the new account.

Consulting Committee—Since the last meeting Messrs. A. O. Lang and J. Jonckheer have resigned and Messrs. J. W. Bonnar and G. Otten have joined the Committee.

Auditor—The accounts under review have been audited by Mr. C. Bernard Brown, A.C.A.

DODWELL & CO., LTD.  
General Managers.

Hongkong, January 27, 1920.

**BALANCE SHEET, DECEMBER 31, 1919.**

SHARE CAPITAL.	
AUTHORISED—50,000 shares of \$10 each	\$ 500,000
ISSUED—27,723 shares of \$10 each fully paid	\$277,230.00
Less return of capital of \$3 per share	83,169.00
	\$194,061.00
Sundry Creditors	9,699.10
Unclaimed Dividend	3,182.62
Unclaimed Return of Capital	636.00
Special Repairs as per last account	\$ 11,956.18
Add amount placed to credit from last year's profit	9,000.00
	20,956.18
Insurance Fund	19,600.00
Profit and Loss Account Balance brought forward from last year	\$ 7,943.08
Add Profit for current year	54,495.67
	62,438.75
	\$310,573.65

ASSETS.	
Waterboats as per last account	\$ 111,399.92
Less amount written off	10,000.00
	\$ 101,399.92
New Waterboat amount paid to Hongkong and Whampoa Dock Co., Ltd. on account	22,000.00
	\$ 123,399.92
Pipes and Staging as per last account	5,400.00
Less amount written off	500.00
	4,900.00
Steam Launch "Diana" net cost	16,400.00
Furniture	248.00
Stock of Hoops, etc.	1,506.55
Sundry Debtors	6,303.52
Payments in advance as per last account	651.94
Shares and Debentures as at 31st December, 1919	81,841.60
(Market value as at 31st December, 1919)	\$79,945.00
Hongkong Government 6 per cent. War Loan, 1916	30,000.00
Hongkong Government Deposit	500.00
Hongkong Bank Fixed Deposit	15,000.00
Cash in Bank and in Hand	29,782.72
	\$ 310,573.65

**PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED DECEMBER 31, 1919.**

DEBIT.	
To Consulting Committee's Fees	\$ 500.00
To Auditor's Fee	200.00
To Balance, as per Balance Sheet	54,495.67
	\$55,195.67
CREDIT.	
By Interest	\$ 3,247.13
By Dividends on Shares	4,866.52
By Transfer Fees	56.00
By Profit on Trading for the year	47,026.02
	\$55,195.67

DODWELL & CO., LTD.  
General Managers.

I report that I have audited the above balance sheet with the books and vouchers of the Company in Hongkong and that in my opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at the 31st December, 1919, according to the best of my information and the explanations given and as shown by the books of the Company. I have obtained all the information and explanations I have required.

C. BERNARD BROWN, A.C.A.,  
Auditor.

Hongkong, 27th. January, 1920.

**TRAINING TIMES**

A number of ponies were galloped this morning, some good times being recorded. The clockings follow:—

Salamanca—40; 1.20; 1.57; 2.30.	King Cole—36; 1.10; 1.43.
Brutus—41.3/5; 1.15.4/5; 1.47.1/5; 2.23.	Conqueror Dahila—34; 1.10.2/5; 1.46; 2.19; 2.51.
Cadiz's Tern—45.2/5; 1.11; 1.42.4/5.	Isleman—37.1/5; 1.12.1/5; 1.48; 2.22.
Farmer and King Bruce—39; 1.15; 1.49; 2.21.3/5.	Siamese Cat—37; 1.13; 1.48; 2.19; 2.50.2/5.
Pink Eyc—38; 1.12; 1.45; 2.17.4/5.	Tarzan and Cameo—35; 1.08.4/5; 1.42.1/5. (Tarzan was leading easily.)
High Tide—33; 1.06.2/5; 1.37.2/5.	Spilled Sand—37; 1.12; 1.47.2/5; 2.20.3/5; 2.51.2/5.
Mammy's Child—37.3/5; 1.13.2/5; 1.52; 2.27; 3.03.3/5.	Malcolm—38; 1.12; 1.45.2/5; 2.10.
Runaway Light—35; 1.09.4/5; 1.44; 2.17.2/5.	Pedleriver—34; 1.09; 1.41.2/5; 2.11.3/5.
Obello—34; 1.06.2/5.	Red Robe—45; 1.26; 2.00; 2.44.4/5; 3.18.3/5; 3.48.2/5.
Clansman and Vivat—32.2/5; 1.06.3/5; 1.40.	Plain John—34; 1.08.3/5; 1.42; 2.13.
Spoilt Child—37; 1.12.2/5; 1.47.2/5; 2.40.	
Sinza and Chimes—34.3/5; 1.09.2/5; 1.42.	
Tatelman—35; 1.07; 1.41.3/5.	
Siam (last 1/2 mile)—41; 1.21.4/5; 1.53.2/5.	
Naughty Child—36; 1.11.2/5; 1.47; 2.21.2/5; 2.56.2/5.	
King Cole—36; 1.10; 1.43.	

**DON'T RISK PNEUMONIA.**

GET rid of every cold as quickly as possible. It is the forerunner of all pulmonary trouble, and pneumonia may develop in a few hours. Take Chamberlain's Cough Remedy. It is a simple thing to do, but the effect is marvelous. For sale by all Chemists and Dispensaries.

**DON'T COUGH.**

It is absurd to allow a cough to hang on and sap your vitality when Chamberlain's Cough Remedy will cure you. You don't know where a persistent cough will lead you. You can't afford to allow your throat and lungs to become diseased when it is such a simple thing to step into a chemist's shop and get a bottle of Chamberlain's Cough Remedy. For sale by all Chemists and Dispensaries.

**FIRE AT WEST POINT.****THIRTY-FOUR LIVES LOST.**

One of the most disastrous fires in the history of Hongkong occurred this morning, at West Point, in premises principally used as rice godowns and dwelling houses. The cause of the outbreak is unknown. The first report of the fire was made by a watchman employed at No. 26, Connaught Road West, and the motors and hoists were quickly upon the scene and it was discovered that the ground floor of No. 26, Connaught Road West, was well alight. No. 28 abuts on the premises fronting Belcher's Street, which was also gutted by fire in September 1918. The premises which abut on Beach Street were used on the ground and second floors as general godowns (No. 26, Connaught Road West) in which was stored tallow, zinc and general merchandise, all of a very inflammable nature. A strong north-westerly wind rendered all efforts of the float and engines useless, and within an hour the whole block was a mass of flame. The South China Commercial Co. (No. 32) and the Wo Loong godowns caught fire from it. With the exception of No. 26, the ground and second floors of the buildings were used as rice godowns, the upper floors being used as living quarters. In the end block were 34 men, women and children, whose bodies were taken out this morning and sent to the mortuary. It appears that when the fire broke out at the Beach Street end of the building, the strong wind carried sparks and smoke to the other end, causing a panic, and the occupants of the upper floor rushed to the common staircase used by Nos. 32 and 32A, which was evidently not sufficiently strong to bear the weight and collapsed, pulling down a partition against which were stacked a number of bags of rice. The people fell to the ground floor, and were all killed by the bags of rice falling upon them and crushing them. This was before the fire reached that end of the building. None of the bodies has, so far, been identified. It is thought possible that other bodies will be found buried in the debris. The official report of the number of lives lost is four men, nine women and 21 children. The whole block, consisting of eleven houses, was completely gutted, and the total damage is estimated at six and a half lakhs of dollars. All the godowns were insured, and the Insurance Companies concerned include the Hongkong Fire Insurance Co. (Jardine's), the Yangtze Insurance Co., the Companies represented by Butterfield and Swire, the Commercial Union; and six Chinese companies. The principal tenants of the block were the Kwong Hang Hing, the Wo Loong and the Tung Yik rice firms.

Later.

The fire broke out at 11.30 p.m. on the 3rd inst., on the ground floor of No. 26 Praya (Kennedy Town), used as a godown for human and pig hair, matting, different kinds of ores, tallow and Chinese medicine, by the South China Commercial Company of No. 32 Stanley Street. The fire spread and enveloped the whole block of eight four-storied houses, Nos. 26 to 32 A (inclusive). The first floor of No. 26 and the ground floors of Nos. 27 to 31 (inclusive) were used as rice godowns by the Kwong Hang Hing rice firm of No. 59 A Bonham Strand West, whilst the ground and first floors of Nos. 32 and 32A were used for storing rice, by the Tung Yik rice firm of No. 120 Connaught Road, West. All the second and third floors of the buildings were occupied as dwelling by the jockies of the rice firms.

The last occasion on which the godowns were opened was on the 31st ultimo. The damage to the ground floor of No. 26, where the fire originated, is estimated at \$30,000 covered by insurance by the M.B.K. office to the extent of \$40,000. The damage to the premises occupied by the Wong Hang Hing Company is at present uncertain but it is supposed to be that 30,000 bags of rice were stored in these godowns. This rice is also covered by insurance to the extent of \$60,000 with fourteen companies. The Tung Yik firm's stock is estimated at 7,000 bags of rice insured for \$100,000 with three insurance companies.

When the fire fighters arrived under the command of the Hon. C.S.P. and Supt. Lane, the flames had taken such a strong hold that it was impossible to save the block. Attention was then confirmed to another block which was separated by a narrow lane, and the buildings situated immediately behind the burning houses. They succeeded in saving these. Inspector

asked a man to hide \$600 for him.

**DAIRY FARM NEWS.****OUR BUTCHERY DEPARTMENT**

Can supply all your requirements in Australian and Local Meats

RABBITS, HARES, HAM, BACON, SAUSAGES, CORNED BEEF & PORK, etc., etc.

OUR THIS WEEK'S SPECIALITY  
OXFORD SAUSAGES.

TRY THEM!

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

**LADIES' RECREATION CLUB.****ANNUAL MEETING.**

The annual meeting of the Ladies' Recreation Club was held this morning at the City Hall. Mr. R. Hancock presided and referring to the report said:

"The first business before the meeting is the passing of the report and accounts for the year ended December 31, 1919, before referring to these I am asked to state that through an oversight copies were not sent to members before to-day and the Secretary hopes you will overlook this omission. I will if members wish it read them through but I do not think this is necessary, and with your permission I will take them as read. The balance at credit is \$295.78 only, as compared with \$728.04 on December 31, 1918. The total expenditure was some \$700 more than last year, this is accounted for by repairs to the asphalt courts, which have had a fresh coat of wash put on, and all cracks filled in. The grass court-shave also been re-cut and new chaises have been put in the ladies room upstairs. Subscriptions have fallen off to the extent of some \$170, whilst entrance fees are up \$75. There is an item of \$45.05, amount received from the Ladies Rifle Association, which perhaps needs some explanation. During the year your Committee were approached by the L.R.A. to amalgamate and after due consideration it was agreed to take over the Club, which brought it to the above sum of \$45.05. It was thought that Miss Loureiro would be able to run this part of the Club, but unfortunately she has been unable to do so, and it is hoped the incoming Committee will be able to undertake the duties. There is practically no expense incurred by the L.R.C. by their action in the matter, there is as far as can be seen at present no extraordinary expenditure in view this year. Lady Rees Davies, your President, and several other members of the Committee are leaving the Colony shortly on a holiday and it will be necessary to elect practically a new Committee. Before moving the adoption of the report and accounts I shall be pleased to answer any questions."

There being no questions, the Chairman proposed the adoption of the report and accounts, which was seconded by Mrs. Wakeman, and unanimously carried. The next business before the meeting was the election of a general Committee and a Balloting Committee, the General Committee of seven members to act as a balloting committee as well.

The ballot resulted in the election of Messadams Jordan, Digby Maitland, Moxon, Venning, Jenkin and Mitchell. A ballot was held on the election of President, the vote favouring Mrs. Jordan.

Mrs. Digby was elected Secretary and Miss Woodcock Treasurer on the motion of Mrs. Jordan, seconded by Lady Rees Davies.

The meeting terminated with a vote of thanks to Lady Rees Davies who had filled the post of President so ably during the past year and to the Chairman for presiding at the meeting.

Spent your Evenings in a "WALLA WALLA" Launch.

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## A NEW RIGHT TO WORK.

WORKING DAUGHTERS OF THE NEW POOR.

[By Mrs. HUGH ADAMS.]

Although we hear a great deal that excites our sympathies concerning the hardships that confront the New Poor, one cannot help feeling that, difficult as it undoubtedly is for the elder generation of the once well-to-do to readjust their whole mode of existence to meet the exigencies of their after-the-war status, their daughters probably take an entirely different view of their altered circumstances.

For the new state of affairs brings them the much-longed-for emancipation and right to work—the lack of which has spoiled the winter of discontent for so many so-called well-to-do girls and women in the past, who have been forced to lives of trivial idleness simply because it has not been “the thing” for them to earn their own living.

## ENFORCED IDLENESS.

Not only were women of this class denied the education that would have given them a career and provided that mental or physical occupation that so many have craved for, but they were also deprived of the opportunity of ever being able to earn a livelihood, no matter what their circumstances in later life.

Even up to the present, wives and daughters of hard-pressed professional men have been forced to spend idle, unsatisfactory lives in obedience to the social fetish that it would be infra dig for them to take up money-making occupations.

How hungry women of this particular class have been for “real” work was amply demonstrated by the rush made by women of all ages at the first call of the war.

Gladly they took up every and any kind of occupation—even though it entailed such duties as the washing of dishes and the adding up of accounts—occupations which have been regarded as the two traditional bugbears of woman's life from time immemorial. For although enthusiasm to do their bit actuated a great many, still the relief of finding some outlet for their purposeless lives was undoubtedly the attraction to a great majority who were only too thankful of the “sanction of Society” to take up definite employment.

## FINDING THEIR NICHE.

Now that the once well-to-do come under the recognised heading of the New Poor, the stigma attached to women becoming money makers like their brothers and husbands is removed. In these days when everyone talks openly of their poverty, and wives and daughters of the upper middle classes boast that the value of their sovereign or Bradbury is not worth anything like as much as that of the lower classes—nobody attempts to make any bones about turning their talents to any commercial enterprise that will help swell the family budget.

Women who are well-to-do are ceasing to refuse to return to the idle and confined existence that was their portion before the war, and are taking their place in the labour market, openly vying with one another in finding their niche in the new world whose watch-word is—work.

## HONGKONG STOCK EXCHANGE.

HONGKONG, 4th FEBRUARY, 1920.

## OFFICIAL QUOTATIONS.

11 A.M.

Banking Exchange 5/8 T. T.  
Hongkong Bank ... .. \$335 s.

Marine Insurance.  
Canton Ins. ... .. \$380 b.  
North China Ins. ... .. \$150 s.  
Union Ins. ... .. \$150 s.  
Yangtze Ins. ... .. \$230 s.  
Far Easterns ... .. \$32 s.

Fire Insurance.  
China Fire Ins. ... .. \$138 s.  
Hongkong Fire Ins. ... .. \$310 s.

Shipping.  
Douglas ... .. \$89 s.  
H.K. Steamboat ... .. \$204 b. 23 s.  
Indo-China (Freight) ... .. \$90 s.  
De. (Def.) ... .. \$10 s.  
Shell Transport ... .. \$270 s.  
Star Frigate ... .. \$29 s.

Rubber.  
China Rubber ... .. \$1201 s.  
Malayan Rubber ... .. \$47 s.

Mining.  
Kalian Mining Adm. ... .. \$140 s.

Langkat ... .. \$14 n.  
Shanghai Loans ... .. \$15 n.  
Shai Explorations ... .. \$15 n.  
Rauha ... .. \$15 n.  
Tromp Mines ... .. \$42 n.  
Ural Caspian ... .. \$30 n.

Docks, Wharves, Godowns, &c.  
H. & K. Wharves ... .. \$87 b.  
H. & W. Docks ... .. \$145 b. 150 s.  
Shai Docks ... .. \$110 s.  
New Engineering ... .. \$28 s.

Land, Hotels, & Buildings.  
Central Estates ... .. \$108 s.  
Hongkong Hotels ... .. \$115 s.  
Hongkong Lands ... .. \$1094 s.  
Humphreys ... .. \$71 s.  
Rowland Lands ... .. \$63 s.  
Land Reclamations ... .. \$113 s.  
West Estate ... .. \$68 s.

Cotton Mills.  
Kwo Cottons ... .. \$450 s.  
Kong Yick ... .. \$16 s.  
Lach Kung Mow ... .. \$300 s.  
Oriental ... .. \$390 s.  
Shanghai Cottons ... .. \$315 s.  
Wingatsoos ... .. \$34 s.

Miscellaneous.  
Cement ... .. \$61 n.  
China Boreas ... .. \$17 b.  
Childs Lights Old 7 1/2 ... .. \$5 s.  
China-Providents ... .. \$7.70 b.  
Dairy Farms ... .. \$30 b. 32 s.  
H. & K. Electric ... .. \$77 s.  
Macao ... .. \$34 s.  
Hongkong Ropes ... .. \$37 s.  
H. & K. Tramways ... .. \$7 s.  
H. & K. (New) ... .. \$80 s.  
Steam Landroils ... .. \$34 b.  
H. & K. Steel Foundry ... .. \$10 n.  
Water-works ... .. \$111 b.  
Wai ... .. \$54 s.  
Wm. Powell ... .. \$12 b.  
Wismann ... .. \$273 b.

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